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EVALUATION OF RESTORATIVE MAINTENANCE ON 1975 AND 1976 LIGHT-DUTY VEHICLES IN CHICAGO, ILLINOIS

U.S. ENVIRONMENTAL PROTECTION AGENCY
Office of Air and Waste Management
Office of Mobile Source Air Pollution Control
Emission Control Technology Division
Ann Arbor, Michigan 48105

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Each test point consisted of the 1975 Federal Test Procedure (excluding furl evaporative loss segments), the Highway Fuel Economy Test and five short cycle tests. A modest driveability evaluation was also included.

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EPA-460/3-76-030

EVALUATION OF RESTORATIVE MAINTENANCE ON 1975 AND 1976 LIGHT-DUTY VEHICLES IN CHICAGO, ILLINOIS

by

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Emission Control Technology Division
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January 1977

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The investigation followed a test plan which consisted of two portions. All vehicles entered the first or Restorative Maintenance Evaluation portion. Certain vehicles that received a major tune-up and passed Federal Exhaust Emission Standards upon completion of the first portion proceeded into the second or Selective Malperformance Evaluation portion. The first test in the plan was conducted with the vehicle in its as-received condition. Up to three additional tests were conducted in the first portion each of which was preceded by a restorative maintenance action. Vehicles that proceeded into the second portion were tested five or more times. Each of these tests was preceded by a selected maladjustment.

Each test point consisted of the 1975 Federal Test Procedure (excluding fuel evaporative loss segments), the Highway Fuel Economy Test and five short cycle tests. A modest driveability evaluation was also included.

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1. INTRODUCTION

The United States Environmental Protection Agency (EPA) is charged by the Clean Air Act with responsibility for the control and prevention of air pollution. In carrying out this responsibility, EPA develops, implements and administers a national program to characterize, quantify and reduce air pollution from mobile sources. Included in the responsibilities of the Emission Control Technology Division of the agency are the conduct of surveys to obtain emission data from in-use vehicles and studies to develop and evaluate emission control alternatives. The survey data are used by the EPA in calculating emission factors and in projecting nationwide and metropolitan area mobile source emissions. These data are also used in developing transportation control procedures and contingency programs to cover emergency situations. Outside the EPA, the emission factors and emission control alternative data are used by state and local agencies in their transportation and air pollution control programs. In carrying out these responsibilities, the EPA's Emission Control Technology Division conducts in-use vehicle emission factors survey programs and emission control alternative studies on a regular basis.

The Fiscal Year (FY) 71 Program, EPA's first major emission factors program using the constant volume sampler (CVS) technique, included exhaust and evaporative emission measurements from 1957-1971 model year light-duty vehicles. Similar measurements on 1966-1972 model-year vehicles were taken in the FY 72 Emission Factor Testing Program. In the FY 73 Program, emissions from 1967-1974 light-duty vehicles were measured. The FY 74 Program involved emission measurements from 1965-1975 model-year light-duty vehicles. Now in progress is the FY 75 Program which was initiated to measure emissions from 1967-1976 light-duty vehicles. Vehicle emission sampling in the FY 71, FY 72 and FY 73 Programs was performed in six metropolitan areas of the United States. The FY 74 and FY 75 Programs were expanded to include a seventh metropolitan area. Tests in these areas are performed by independent laboratories under contract to the EPA.

In the FY 74 Program, most of the work had been performed and the results reported by the early spring of calendar year 1976. The vehicle sample in the FY 74 program was heavily weighted toward the 1975 model-year. From results arising out of this program, significant numbers of relatively new, low mileage 1975 model-year passenger cars were found to exceed the exhaust emission standards under which prototype and pre-production versions of these vehicles were certified. In light of this finding, the EPA initiated The Restorative Maintenance Evaluation Program, the subject of this report.

The Restorative Maintenance Evaluation Project was conducted under the direction of the Emission Control Technology Division of the EPA as an extension of the FY 75 Emission Factor Testing Program. The project involved evaluations of 1975 and 1976 model-year vehicles from four metropolitan areas: Washington, D.C., Detroit, San Francisco, and Chicago. A different contractor was selected to perform the work in each site. Automotive Testing Laboratories, Inc. was selected to complete the work in Chicago in connection with its FY 75 Emission Factors contract work in the area. This report describes the design and conduct of the Chicago phase of the project and presents the results of testing in this area.

2. TECHNICAL DISCUSSION

2.1. PROGRAM OBJECTIVES

The EPA's Emission Factor (EF) programs are designed to develop in-use vehicle emission data from which nationwide and metropolitan area emission factors are calculated. Vehicles surveyed under these programs are tested in the as-received condition. This approach, while permitting an assessment of in-use vehicles for emission factor determinations, does not provide specific information on the causes of poor emission performance. The Restorative Maintenance Evaluation Project was initiated to augment the in-use data in this regard. More specifically, its objective was to investigate and quantify the individual and combined effects of any observable defects, disablement and/or maladjustments on exhaust emissions and fuel economy.

2.2 PROGRAM DESIGN

The program was designed to utilize a sample of one hundred 1975/1976 model-year vehicles operating in the Chicago area. Chrysler, Ford and General Motors, the major domestic automobile manufacturers, were to be represented somewhat equally. Sales-weighting techniques were used to specify the vehicle engines and models to be evaluated.

The sample was to be comprised of vehicles procured from the general public. Each vehicle was to be no more than twelve months old with an accumulation of fewer than 15,000 miles. A random sampling technique was to be employed to gain access to vehicles conforming to these and specific model, engine and other identification criteria. Subsequent to the utilization of this technique, further screening of the candidate vehicles was to be employed. The screening was to entail a structured interview of each vehicle owner to identify a vehicle which had been subjected to unusual operating conditions or extensively modified from its original configuration. A vehicle judged atypical in any of these regards was to be precluded from the sample. A suitable vehicle meeting the criteria and passing the screening, however, was ultimately to be provided.

Once accepted into the program, the vehicle was to be evaluated in accordance with a test plan. This plan, which can be divided into two parts, consists of a sequence of vehicle tests, inspections, and possible repair, adjustment, maladjustment and emission control component disablement options.

The first part of the plan, termed the Restorative Maintenance Evaluation portion, was designed to bring a non-conforming vehicle, inasmuch as practicable, into compliance with the Federal Exhaust Emission Standards. Segments of the Restorative Maintenance portion include an initial test sequence and one or more additional test sequences. Each test sequence is separated from the following by a decision point and an appropriate action. Each of the one hundred vehicles was to be subjected to the initial test. The need for further testing was to be dictated by evidence of individual vehicle maladjustment, disablement or non-conformance to the emission standards.

The second part of the plan, termed the Selective Malperformance Evaluation, was designed specifically to quantify the effects of emission-related defects, disablement and maladjustments. Segments of this portion include up to six and possibly more test sequences. Each of these test sequences is preceded by the maladjustment and/or disablement of one or more selected emission control parameters. Only those vehicles passing emission standards after a major tune-up and other necessary repairs in the first portion of the plan were to be utilized in the Selective

Malperformance Evaluation portion.

Individual test sequences in each of the two portions were to consist of a 1975 Federal Test Procedure (FTP), a Highway Fuel Economy Test (HFET) and five short cycle tests. This FTP was modified to exclude evaporative emission measurement and the extensive preconditioning procedures of the full FTP. The short cycles are tests which are currently being employed or under consideration for Inspection/Maintenance (I/M) programs by certain State and Local agencies. A modest vehicle driveability evaluation was also included as part of each test sequence. This was accomplished during the ten minute preconditioning drive and the first few minutes on the dynamometer.

Other program design criteria included procedures to establish and verify accuracy of the emission measurements, and for the documentation and reporting of test data and vehicle identification, diagnostic and repair information.

2.3 TEST VEHICLE PROCUREMENT

2.3.1 Test Vehicle Procurement Plan

Procurement of the Restorative Maintenance Evaluation (RME) and the FY 75 Chicago Phase of the Emission Factors vehicle samples, as well as the testing of these samples, was performed concurrently at the site.

RME task vehicles were procured from the general public. 1975 and 1976 model-year Chrysler, Ford and General Motors passenger cars meeting the EPA-provided vehicle procurement criteria were sought. These criteria included provisions that the vehicles had been in-use no more than twelve months prior to the scheduled evaluation and that fewer than 15,000 miles had been accumulated since the initial sale. Other procurement criteria were provided on a listing which identified the desired vehicles by make, model (subcompact, compact, intermediate, etc.) engine size, transmission type (automatic, manual) and carburetor type (1, 2, or 4 bbls). Vehicles comprising the listing were selected by the EPA on the basis of national sales data using sales-weighted techniques. Certain tolerances for meeting the identification criteria were also provided. These were:

100 percent fit to the make and model-year specified

90 percent fit to the make, model-year and engine displacement specified

70 percent exact match to all criteria on the listing

The number of vehicles procured from members of civic, fraternal and religious organizations was also limited to fifty percent of the sample and groups of vehicles associated with automotive-oriented organizations were specifically excluded. These sources were not factors in the procurement plan, however.

The procurement plan consisted of one primary and one secondary procurement approach. The primary approach was to solicit vehicles from a listing of randomly selected candidates. In excess of eighty-five percent of the vehicles tested were procured from this listing. The balance were procured by the secondary approach which entailed a direct appeal for the required vehicles via the news-media.

The candidate vehicle listing used in the primary procurement approach was obtained from a nationwide company which specializes in automotive and related statistical data and vehicle/owner listings. This company provided a listing of car owners residing in the local area around the test facility. The listing was derived from postal zip-code areas by the random process of n^{th} name selection whereby each 1, 2, 3, 4 or n^{th} name appearing in the vehicle file is selected. The value of n is determined by the total number of vehicles appearing in the areas of interest versus the number of candidate vehicles requested. These candidate vehicles were subsequently solicited by means of a mass mailing.

Mailing materials consisted of an introductory letter from ATL and a post-paid information reply card which received EPA approval before they were employed. The information reply cards contained certain vehicle identification information and solicited additional vehicle and other information not within the capacity of the mailing firm to provide. The returned reply cards were subsequently used in selecting the required vehicles.

2.3.2 Incentives

Certain incentives were offered and provided to enhance response to the mailing. These were:

A $100 U.S. Savings Bond

Return of the test vehicle with a full tank of fuel

The use of a late model, fully insured loan vehicle for the time the owner's vehicle was undergoing tests

Fuel for the loan vehicle

2.3.3 Test Vehicle Selection

We based the preliminary vehicle selection on vehicle identification information provided on the reply cards versus the EPA-provided listing and contacted those owners whose vehicles were reported to best meet the selection criteria. Acceptable substitute vehicles were utilized when necessary. The first personal contact with the owner was by telephone at the number provided on the reply card. During this contact, the supplied information was verified, any void in the information was filled and an interview to screen atypical vehicles was administered. If the vehicle appeared suitable and the owner was willing, the vehicle was scheduled into the laboratory for tests. A more extensive inspection and screening was subsequently completed at the laboratory to confirm suitability of the vehicle for tests. The actual vehicle selection is presented in Table 1 later in this report.

2.3.4 Test Plan

As described earlier, the overall evaluation was to be conducted in two portions; the Restorative Maintenance Evaluation portion and the Selective Malperformance Evaluation portion. Segments of the Restorative Maintenance portion were to include an initial test sequence and one or more additional test sequences. Segments of the Selective Malperformance were to follow the Restorative Maintenance portion using only those vehicles that had been tuned-up and passed the Federal Exhaust Emission Standards in the first portion. The paths the vehicles followed relative to both portions are shown in the flow diagram of Figure 1 which may be referenced in the discussions which follow.

2.3.4.1 Restorative Maintenance Evaluation Portion - Upon the arrival of the candidate at the laboratory, the vehicle was given an examination to determine its suitability for use in the program. Included in this examination was a verification that the vehicle had not exceeded the age and mileage limitations, that it had not been subjected to unusual operation, that it had not been extensively modified and that it was in a safe condition for testing. Also during this screening process, a sample of tank fuel was drawn and tested for lead (Pb) content. The lead limit on vehicles requiring unleaded fuel was 0.05 grams Pb per gallon. This limit is identical to that allowed in the Federal Register for unleaded fuel.

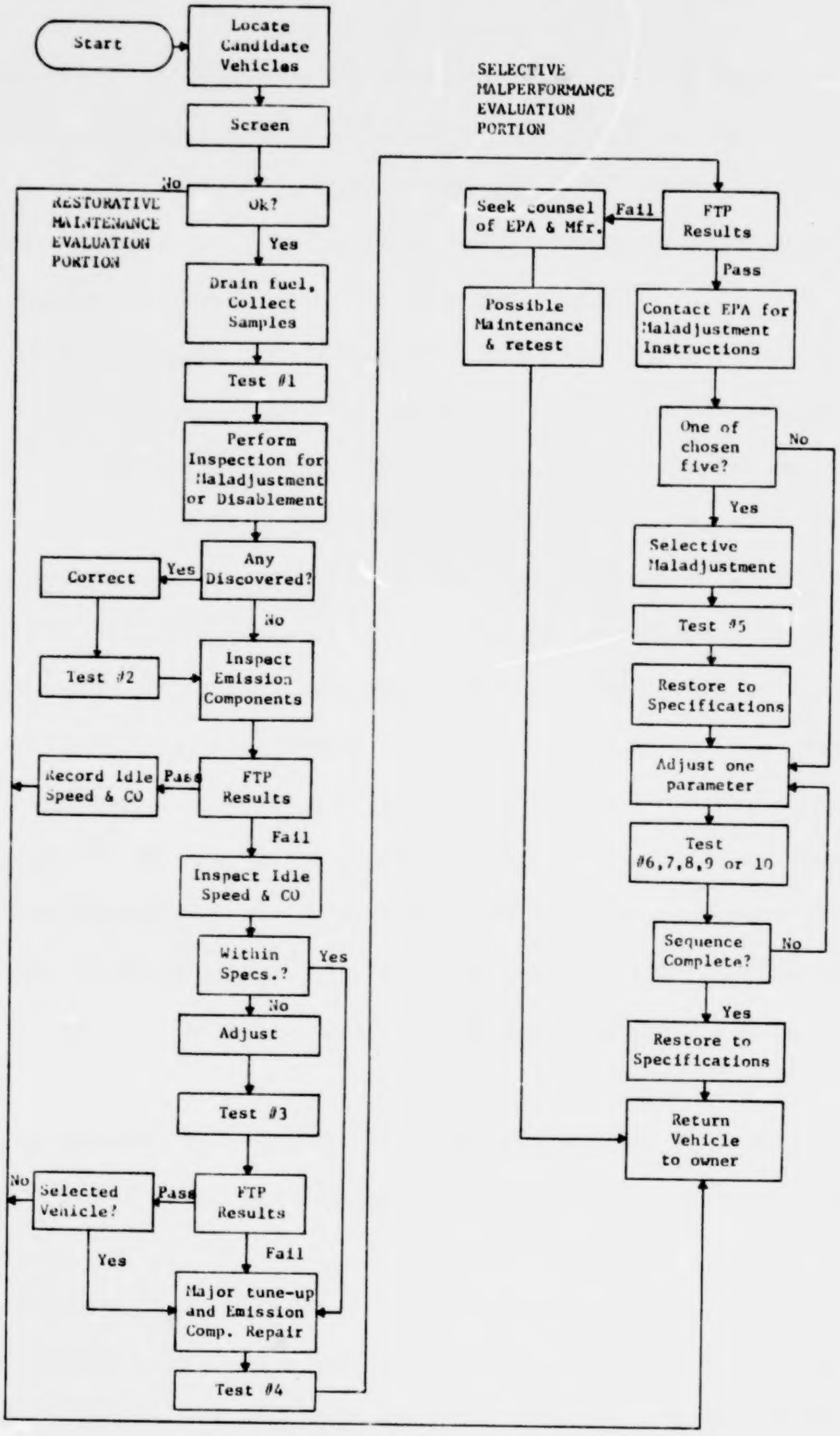

Start
Locate Candidate Vehicles
Screen
Ok?
No
Yes
RESTORATIVE MAINTENANCE EVALUATION PORTION
Drain fuel, Collect Samples
Test #1
Perform Inspection for Maladjustment or Disablement
Any Discovered?
Yes
Correct
No
Test #2
Inspect Emission Components
FTP Results
Pass
Record Idle Speed & CO
Fail
Inspect Idle Speed & CO
Within Specs.?
Yes
No
Adjust
Test #3
FTP Results
Pass
Selected Vehicle?
No
Yes
Fail
Major tune-up and Emission Comp. Repair
Test #4
SELECTIVE MALPERFORMANCE EVALUATION PORTION
FTP Results
Fail
Seek counsel of EPA & Mfr.
Possible Maintenance & retest
Pass
Contact EPA for Maladjustment Instructions
One of chosen five?
No
Yes
Selective Maladjustment
Test #5
Restore to Specifications
Adjust one parameter
Test #6,7,8,9 or 10
Sequence Complete?
No
Yes
Restore to Specifications
Return Vehicle to owner

Figure 1, Restorative Maintenance Evaluation Test Plan

The outcome of this screening was to accept or reject the vehicle for further testing. A modest amount of modification, i.e. maladjustment and disablement, was expected. However, a vehicle having undergone a modification of any kind which was not readily, inexpensively, or ultimately restorable was rejected at this point. Normally, ATL determined the acceptability of a vehicle although more complex decisions were made jointly by the manufacturer, the EPA and ATL. The manufacturer was brought into the process if, on the basis of an interview with the owner, the vehicle was believed to have had an unusually great number of warranty claims against it. While a failing mark in a number of areas did not necessarily disqualify a candidate, extensive modifications, improper use or indications that a vehicle designed to operate on unleaded fuel had used leaded fuel resulted in immediate rejection. Concurrent with the latter part of this examination, the owner was given an interview, the results of which were documented on a questionnaire form. If accepted on the basis of this screening inspection and interview, vehicle exchange agreements were completed, the owner was further informed of the purpose of the study, his permission was obtained relative to possible maintenance of the vehicle and the vehicle was retained for use in the evaluation.

Approximately 104 vehicles were delivered to the laboratory for this initial screening. Of these, 4 were rejected and the required quantity of one-hundred were accepted.

Once accepted at the laboratory, the fuel in each vehicle was drained. Two samples of the drained, as-received fuel were taken. One of the samples was made available to the manufacturer; the other was shipped to an EPA laboratory for later analysis. The first actual test sequence began after the as-received fuel was drained and replaced with test fuel to the prescribed charge of 40 percent of tank volume. The charge relative to any subsequent test sequences was merely to restore tank fuel to the 40 percent level.

Each of the test sequences described below consisted of: operation of the vehicle for 10 minutes on city streets; a 12 to 20 hour soak period during which the vehicle remained unstarted at ambient temperatures from 68°F to 86°F; the Federal Test Procedure (FTP) excluding the evaporative emission test segments but including the cold transient, cold stabilized and hot transient phases of the FTP; the Highway Fuel Economy Test; five short cycle tests including the Federal Short Cycle Test, a composite of the New Jersey ACID and New York Short Tests, the Clayton Key Mode Test, the Two Speed Idle Test and the Federal Three Mode Test; and, following the dynamometer sequence, the measurement of basic engine parameters. FTP emission results were calculated shortly after completion of the sequence to facilitate decision-making and to expedite routing of the vehicle through the program. Details concerning preconditioning, performance of the above tests and considerations given each vehicle manufacturer relative to evaporative emission control system configurations during the tests are provided under TEST PROCEDURES, 2.6, of this report.

With reference again to the Figure 1 flow diagram, Test #1 was conducted with the vehicle in the as-received condition. Any maladjustment or disablement found during the initial examination of the vehicle had not been corrected at this point.

Following Test #1, the inspection for Maladjustment or Disablement was performed. For the purpose of this examination, the pass-fail decision was based solely on whether the emission control parameters or components had been subjected to either or both of these actions or not. Areas that were in question due to deterioration or production defects were disregarded at this point but were subsequently treated as failures during functional checks of the emission control parameters and components. If any maladjustments or disablements other than idle mixture or RPM were discovered, these were corrected and Test #2 was conducted. Idle mixture and/or RPM adjustments, if necessary, were made prior to Test #3.

Following: 1) the finding that no maladjustments or disablements had been performed or; 2) the correction of these and the subsequent performance of Test #2; the Emission Components Inspection was performed. As a practical matter, the Maladjustment/Disablement Inspection and the Emission Components Inspection were performed concurrently, when applicable. Failures relative to the Emission Components Inspection were not corrected in conjunction with this inspection but were later corrected in conjunction with the Major Tune-up and Emission Component Repair actions prior to Test #4.

At this point, FTP results from the most recent test (normally #1 but sometimes #2) were examined. If the vehicle was found to have passed the Federal Emission Standards, it was returned to its owner. Idle speed and mixture were recorded prior to this return. Idle mixture was evaluated using the artifical enrichment method on the Ford models, with a CO reading ahead of the catalyst on the Chrysler models and with a tailpipe CO measurement on the General Motors models. If the vehicle was found to have failed the Federal Emission Standards on its most recent test, it was retained for further evaluation.

Chrysler and Ford models which reached this point were inspected for idle speed and CO using the procedures specified by the manufacturer. Be-cause the nature of the General Motors procedure for idle CO settings precludes inspection, these vehicles proceeded directly to an adjustment of this parameter. Chrysler and Ford models found to be outside their specifications also proceeded to an adjustment of this parameter. Following the idle adjustments, each of these vehicles was subjected to Test #3. Vehicles which failed the Federal Emission Standards on this test were subjected to the Major Tune-up and Emission Components Repair to provide a sufficient amount of vehicles from each manufacturer for later use in the second portion of the plan. The balance of these were returned to their owners. A vehicle which failed at Test #3 proceeded into the Major Tune-up and Emission Component Repair along with those Ford and Chrysler models which had earlier been found to be within idle speed and CO specifications but which had failed the emission standards in an earlier test.

The Major Tune-up and Emission Component Repair consisted of the correction of malfunctioning emission control devices and other emission related components and a major tune-up. Test #4 followed these repair actions. A consultation was held with the EPA and the vehicle manufacturer concerning the vehicle which failed Federal Emission Standards relative to this test. This consultation was followed either by maintenance and a retest or the return of the vehicle to its owner. The vehicle which passed the Federal Emission Standards was then utilized in the Selective Malperformance Evaluation.

At this point the Restorative Maintenance Evaluation portion of the plan was completed.

2.3.4.2 Selective Malperformance Evaluation Portion - Vehicles used in this portion of the test plan were generally those which had a major tune-up and passed the Federal Emission Standards after Test #4. The general course the vehicles took is described below although certain exceptions were made to accomodate specific situations.

The vehicles followed one of two paths. As many as five vehicles from each manufacturer were chosen to be subjected to a Selective Maladjustment. This maladjustment represented what was considered to be a prevalent form of modification to the make/engine family under test. It consisted of engine parameter maladjustments as well as possible component disablement or alteration of vacuum, mechanical or electrical signals. This was done only once on the selected vehicle. Test #5 followed this action. Subsequent to Test #5 the vehicle was restored to its condition prior to the Selective Maladjustment. Vehicles completing this path, as well as those not chosen for the Selective Maladjustment test then proceeded to the loop where various parameters were individually altered. Test #'s 6, 7, 8, 9 and 10 followed each of the five maladjusted parameters. When the required number of loops were completed, the vehicle was restored to specifications and returned to its owner. At this point, the Selective Maladjustment Evaluation portion of the test plan was completed.

2.4 TEST FACILITY AND EQUIPMENT

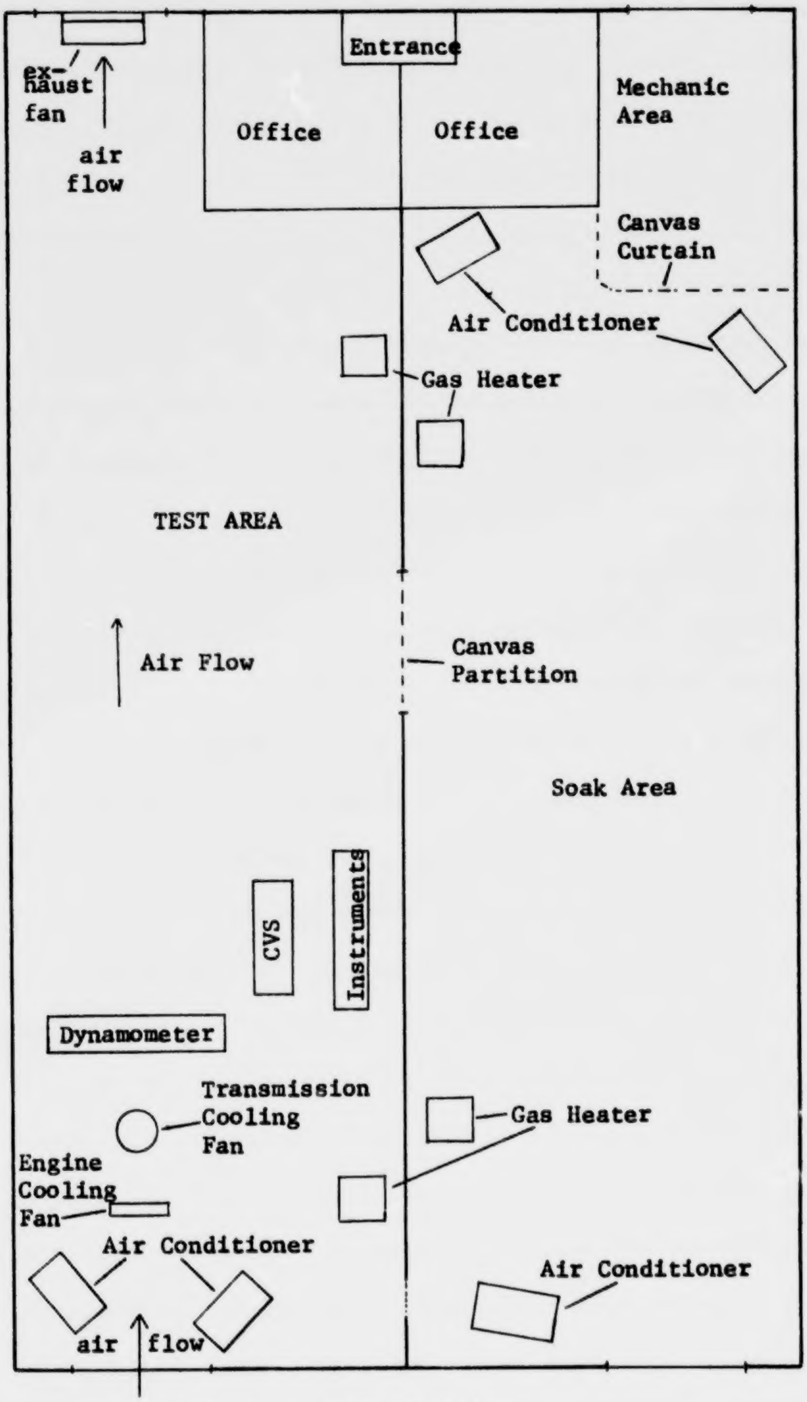
A temporary test facility was established in the Chicago area to conduct the Chicago portion of the Emission Factors and Restorative Maintenance Evaluation Programs. The facility was operated during the period May, 1976 through mid-November, 1976. The Restorative Maintenance Evaluation was performed in the latter one-third of this period.

2.4.1 Facility Description

The temporary test facility was located at 9120 W. Medill Avenue, Franklin Park, Illinois. This address is about one mile from the northwestern boundary of Chicago at an elevation of approximately 600 feet above sea-level.

The laboratory building contained about 8,000 square feet which was roughly divided into 500 square feet of offices, 5,000 square feet of soak area, and 2,500 square feet of dynamometer testing area. A sketch of the building is shown in Figure 2. The soak area was isolated from the testing area by walls of concrete block construction and temporary floor-to-ceiling canvas curtains. The testing area was heated by thermostatically controlled unit gas heaters and cooled by fan-driven, flow-through ventilation and thermostatically controlled, portable 3.5 ton air refrigeration units. One or two of the refrigeration units were used to maintain 68°F to 86°F air in front of the vehicle, depending on the cooling requirement. Flow-through ventilation, when employed, was from the front to the rear of the vehicle under test. The dynamometer was situated such that the front of a rear wheel drive vehicle under test was facing, and approximately fifteen feet from, an overhead outside door. The soak area was heated by individual thermostatically controlled gas heaters and portable 3.5 ton refrigeration units. As many as four refrigeration units, which were scattered about the soak area, were employed at one time. This area was maintained between 68°F and 86°F.

Wet and dry bulb temperatures of the air supplied to the front of the vehicle during dynamometer tests were monitored with temperature probes and recorded on a strip chart recorder. The probes were situated on the inlet side of the vehicle underhood cooling fan. The only effort to control temperature and the attendant humidity of air inducted by engine fresh air ducts located in grilles or fender wells was through an effort to more strategically direct air from the refrigeration units and the underhood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Soak Area
CVS
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Dynamometer
Transmission
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Air Conditioner
Air Conditioner
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Figure 2, Test Facility

cooling fan to take temperature of both the underhood and carburetor induction air into account. In so doing, however, tolerances surrounding placement of the underhood cooling fan were observed.

Ambient temperatures of the soak area were monitored with a temperature probe somewhat centrally located in the area and recorded on a strip chart recorder.

2.4.2 Constant Volume Sampler

The constant volume sampler used in the program is an Automotive Environmental Systems, Inc. (AESI) Model 1000, nominally rated at 325 cubic feet air flow per minute. This unit is equipped with a gas-to-water heat exchanger and is of six bag (3 sample, 3 background) design. Bags of Tedlar construction were used in conjunction with the unit. Its plumbing was modified from AESI's conventional Model 1000 design to facilitate semi-automated sample bag purge/evacuate functions. The unit was also modified to incorporate an automated sampling system leak-check feature. The sampler meets the current 40 Code of Federal Regulations 86 requirements.

2.4.3 Emission Analysis Console

An ATL-designed emission analysis console was used in connection with the Federal Test Procedure and other mass emission tests. It was assembled to meet specific requirements of the Emission Factors Program and also meets specific requirements of the Restorative Maintenance Evaluation. The console is equipped with the following major analytical instruments:

Beckman Model 315B NDIR CO Analyzer, Operational ranges;

0-0.3%	5 1/4" cell
0-3%	1/8" cell
0-5%	1/8" cell

Bendix Model 8501 NDIR CO Analyzer, Operational ranges;

0-100 ppm	11 1/4" cell
0-500 ppm	11 1/4" cell

Beckman Model 315B NDIR CO_2 Analyzer, Operational ranges;

0-4%	1/8" cell
0-8%	1/8" cell

Beckman Model 400 FID HC Analyzer, Operational ranges;

0-50 ppm C
0-100 ppm C
0-300 ppm C

Beckman Model 400 FID HC Analyzer, Operational ranges;

0-1,000 ppm C
0-3,000 ppm C
0-10,000 ppm C

Thermo-Electron Model 10A CL NO-NO_x Analyzer, Operational ranges;

0-100 ppm
0-250 ppm
0-1,000 ppm
0-2,500 ppm

All plumbing in the sampling and calibration system of the analytical console, including the sample, calibration and zero gas lines, the CVS and all valves and fittings are of stainless steel or teflon construction. Leak tight convoluted stainless steel tubing was used between the CVS and vehicle tailpipe. Accuflex adapters were used to connect the convoluted tubing to the tailpipe.

Operation of the analytical console was such that sample readings were generally obtained in the upper two-thirds of the respective instrument range. Also, span gases were utilized in conjunction with each sample reading. Span gases were provided at nominally 80 percent of full scale for each operating range.

2.4.4 Laboratory Standard Calibration Gases

A full complement of laboratory standard calibration gases was provided and utilized to establish analytical instrument calibrations. These gases, listed below, are traceable to the EPA standards.

LABORATORY STANDARD CALIBRATION GASES

HC (ppm C)	Diluent-Propane in Zero Grade Air		
27.0	143.1	930	4780
49.6	292.3	1422	7310
98.3	481	2868	

NO_x (ppm)	Diluent-Zero Grade Nitrogen		
48.0	111.1	439	1347
97.0	131.8	897	2447
101.5	245.1	1018	

CO (%)	Diluent-Zero Grade Nitrogen		
0.524	2.03	4.80	9.09
0.781	2.75	5.00	
1.29	3.76	7.02	

CO (ppm)	Diluent-Zero Grade Nitrogen		
10.4	70.5	351.6	2001
25.8	88.8	479.0	2555
36.4	167.0	1088	
49.2	248.1	1371	

CO (%)	Diluent-Zero Grade Nitrogen		
0.406	1.41	2.78	5.62
1.00	1.99	3.61	7.25

Allowable impurities, less than 1 ppm C, 1 ppm CO, 400 ppm CO_2 and 0.1 ppm NO_x

2.4.5 Chassis Dynamometer

A Clayton Model ECE-50 chassis dynamometer was used in the program in conjunction with a Clayton 1,750 to 5,500 lb. direct drive variable inertia flywheel assembly. The ECE-50 model includes two 78" continuous drive wheel rolls with 17.25" spacing, a 50 hp water brake absorption unit and the corresponding solid state torque bridge and power display meter. The dynamometer and flywheel assembly were mounted above the floor by means of a single heavy I-beam support frame. Vehicle access to and from the dynamometer was provided by two sets of trussed entrance/exit ramps. The ramps were oriented such that both rear and front-wheel-drive vehicles were in a level, or nearly level, attitude when situated for testing. A towing cable was used to pull the test vehicle up the ramps and onto the dynamometer rolls. A non-test vehicle was used to supply the towing power.

2.4.6 Vehicle Diagnostic and Tune-up Equipment

A Sun Model TUT-915-R Tune-up tester was used in the engine diagnostic and tune-up process. This unit contains an ignition oscilloscope, a tach-dwellmeter and a volt-ohm-ammeter. A Sun Model EPA 75 HC/CO exhaust analyzer was used to check and set the idle mixture. This unit was gas calibrated before each use and cross-checked with the analyzer used in connection with dynamometer tests. Various other vacuum and pressure gauges and mechanics hand tools were used in performing the engine diagnosis and maintenance. The vehicle manufacturers provided any special equipment required for diagnosing and adjusting their vehicles.

2.4.7 Data Acquisition System

A data acquisition system was used in conjunction with the analytical console and other test equipment. This system is comprised of a Data General NOVA-2 computer, a teletype Model ASR 33 and Texas Instruments 2 channel Servo/Riter II strip chart recorders. System software provides for computer integration of analyzer outputs on both a bag and modal basis. The integrated readings are displayed by the ASR 33 teletype. Permanent recordings of the analyzer outputs are obtained by the 10 inch Texas Instruments recorders.

2.4.8 Miscellaneous Laboratory Equipment

For the Clayton Key Mode Tests, a Sun Model EPA 75 HC/CO analyzer was used for hydrocarbon and carbon monoxide measurement. A Horiba GSM 300A HC/CO analyzer was used for the Federal Three Mode Tests. The Sun EPA 75 was used for HC and CO measurements in conjunction with the after-test procedures. A Thermo-Electron Model 10B chemiluminescent analyzer was used for oxides of nitrogen measurements for these same tests.

To assist the vehicle operator in following the speed/time profiles required for the various driving schedules, an Esterline Angus Model L1102S strip chart recorder was employed. This model is a dual channel, crossover pen, heat stylus recorder. The required driving schedule is supplied to the leading stylus by the NOVA computer and software. The lagging pen is electrically coupled to the dynamometer roll speed signal generator. The latter provides a permanent record of actual vehicle speed performance during the various tests. The time offset between the two pens is about 40 seconds.

A Hartzell Model 23-24-ND4 fixed speed fan was used to provide underhood cooling to the vehicle during tests for which cooling fan use is prescribed. The fan is a propeller type and is rated at 5,245 cubic feet of air per minute.

To monitor the soak area, wet/dry bulb and CVS sample temperatures, Rustrak Model 288 strip chart recorders were used. These recorders have an accuracy of ± 2 percent of full scale and were used with ranges of 50°F to 100°F and 100°F to 150°F to meet the specific monitoring requirements.

A ratcheting type cable winch was employed to restrain the vehicle during dynamometer tests. Wedge-type wheel chocks were also used for this purpose.

Additional equipment was used for laboratory instrumentation calibration and qualification procedures. This equipment is described in paragraphs which follow.

2.5 EQUIPMENT CALIBRATION, QUALIFICATION AND CROSS-CHECK

To ensure valid test data, all test equipment, calibration procedures and operating procedures were qualified by the EPA prior to test start-up. In addition, extensive quality control procedures were implemented and observed at regular intervals throughout the program.

2.5.1 Constant Volume Sampler

The CVS was given a complete check-out and flow calibration immediately prior to utilization at the Chicago site. A Meriam Model 50MC2-6F laminar flow element with a rating of 1,000 cfm at 8" H_2O pressure drop across the element was used to establish the CVS flow rate. Calibration of the element is traceable to the National Bureau of Standards.

In performing the calibration, CVS air flow was controlled by throttling and measured at the inlet to the blower. Blower flow rates were measured at ten incremental changes in blower differential pressure across the normal operating range. Auxiliary devices employed in the calibration included a mercury barometer to measure absolute barometric pressure, a close tolerance mercury thermometer to measure CVS inlet air temperature, a U-tube water manometer to measure the pressure drop across the blower and blower inlet pressure and a precision inclined water manometer to measure pressure drop across the laminar flow element.

Subsequently, integrity of the flow calibration and sample system was checked on a daily basis by the propane recovery test. Up to 20 grams of instrument-grade propane was metered into the sampler such that the injected amount yielded a recovery concentration in the upper one-third of the 0-300 ppm C FID range. Recovery tolerance of the propane was maintained within ± 2 percent of the injected amount. Metering was performed by the weight loss technique using a propane filled bomb. A triple beam balance accurate to 20 milligrams was utilized for this purpose.

2.5.2 Emission Analysis Console

Complete analytical instrumentation calibrations were performed initially and verified thereafter on a weekly basis. Calibration curves for the emission analysis console CO, CO_2, HC and NO_x instruments were established using the EPA named gases listed in paragraph 2.4.4. The CO and CO_2 instruments were calibrated at seven points (zero and six upscale points) somewhat evenly spaced across each operating range. The HC and NO_x instruments were calibrated at three points (zero and two upscale points) somewhat evenly spaced across each operating range. Calibration of these instruments was maintained within one percent of full scale for each range, respectively, or five percent of the measured value, whichever was smaller. The computer program used in the generation of these curves was supplied by the EPA.

A leak check of the analytical system was performed prior to each test in connection with required bag purging and evacuating procedures. For contract purposes, a test was defined as constituting the accumulation of one sample bag. Nitrogen was used to purge the bags. The evacuate, N_2 purge, evacuate and leak check sequence was accomplished by means of a rotary switch. Switch actuation is provided by various pressure and time signals which indicate satisfactory completion of the operation in question. A leak in the system is signaled by a pressure drop across a small orifice which indicates flow. The orifice is monitored by a differential pressure transducer which actuates both an audible and visible alarm in the presence of flow. The sensitivity of these devices was checked daily in connection with other of the quality control activities.

Other of the activities included zero and span point sets immediately prior to the analysis and zero and span point verification immediately following the analysis. Verification tolerances were maintained within ± 1 percent of full scale of the range in use. Converter efficiency of the NO_x analyzer was checked daily. Efficiency was maintained above 90 percent. The noise level of analyzer outputs was maintained within ± 0.5 percent of full scale for each range during both calibration and analysis.

2.5.3 Chassis Dynamometer

The chassis dynamometer was calibrated initially and after maintenance which could have affected its operating characteristics. It was also subjected to a complete calibration verification at an interval of two weeks or less.

Power and speed meters were basically calibrated using the strobe light and dead-weight calibration kit supplied by the dynamometer manufacturer. Subsequent to this, a dynamic calibration using the coast-down technique of the Federal Register was performed. This technique was applied at each incremental flywheel inertia weight using the following two indicated horsepower (IHP) settings:

$$HP_1 = HP_0 - 2.5 \pm 0.5$$
$$HP_2 = HP_0 + 2.5 \pm 0.5$$

where HP_0 is the IHP determined from a previous coastdown. This procedure essentially brackets the IHP associated with a given inertia weight or weights from a prior coastdown calibration thereby reducing the requirement for lengthy multiple point calibration.

2.5.4 Miscellaneous Equipment

The NO_x instrument used for undiluted tailpipe measurement was calibrated initially using the laboratory standard gases. Zero point and two upscale gases were used to establish curves on each of the operating ranges. A verification of this calibration was conducted each one to two weeks thereafter. Efficiency of the converter was checked daily using the procedures and efficiency tolerance described in paragraph 2.5.2. During testing, the NO_x instrument was zero and span checked immediately before and after each test run.

The HC/CO tailpipe instrument was spanned before and after each test using laboratory standard gases. The instrument was otherwise operated in accordance with the manufacturer's recommended procedure.

Other items of engine diagnostic and tune-up equipment were checked for proper calibration initially and maintained as applicable in accordance with the respective manufacturer's recommendations.

2.5.5 Laboratory Cross-Check Program

Cross-check program test results are presented in Appendix J.

Each of the three participating manufacturers supplied a vehicle that was used for laboratory cross-check purposes. The Chrysler and the Ford vehicles were tested at the respective manufacturer's laboratory facility, at the EPA laboratory in Ann Arbor, Michigan and at the ATL laboratory in the Chicago area. The G.M. vehicle was tested at the G.M. facility and at the ATL facility. Indolene fuel was used for the tests. The vehicles and the manner in which they were transported, preconditioned and tested are described as follows:

Chrysler Corporation supplied a 1976 Dodge Charger equipped with a 318 cubic inch V-8 engine, an automatic transmission and a two barrel carburetor. Preconditioning began with the engine in a reasonably warm condition and consisted of operating the vehicle at 50 miles per hour on the dynamometer for a period of three minutes. At the end of this period the speed was reduced to curb idle and the sequence of cross-check tests was begun. The sequence consisted of four back-to-back 505 second (hot transient segment of FTP) CVS tests. HC, CO, CO_2 and NO_x emissions collected in the sample bag were analyzed for each test. This vehicle was tested at 4,500 lbs inertia weight and a setting of 14.0 actual horsepower at 50 miles per hour. The vehicle was driven between the test sites.

Ford Motor Company supplied a 1976 Ford Granada equipped with a 302 cubic inch V-8 engine, an automatic transmission and a two barrel carburetor. Preconditioning consisted of unsampled vehicle operation on the dynamometer over the 1372 second FTP driving schedule. A soak period of approximately 12 hours followed the preconditioning run. At the end of the soak period, a complete 1975 EPA Federal Test Procedure was conducted. HC, CO, CO_2 and NO_x emissions collected in the CVS sample bags were analyzed for each of the three test segments. Four of these soak/test sequences were conducted over a period of 2-3 days. The preceding FTP served to precondition the vehicle subsequent to the first test. This vehicle was tested at 4,000 lbs inertia weight and a setting of 13.2 actual horsepower at 50 miles per hour. The vehicle was trailered between test sites.

General Motors Corporation supplied a 1973 Chevrolet equipped with a 350 cubic inch V-8 engine, an automatic transmission and a two barrel carburetor.

This vehicle, identified by General Motors Corporation as REPCA I, is a special cross-check vehicle which has been extensively modified to improve test repeatability. Preconditioning began with the engine in a reasonably warm condition and consisted of operating the vehicle at 50 miles per hour on the dynamometer for a period of five minutes. At the end of this period, the speed was reduced to curb idle and the sequence of cross-check tests was begun. The sequence consisted of four back-to-back 1372 second (hot transient and stabilized segments of the FTP) CVS tests. Only the last 867 seconds (stabilized segment) were sampled. HC, CO, and CO_2 and NO_x emissions collected in the CVS sample bag were analyzed for each test. This vehicle was tested at 4,500 lbs inertia weight and a setting of 14.0 actual horsepower at 50 miles per hour. The vehicle was trailered between test sites.

2.6 VEHICLE TEST, INSPECTION AND MAINTENANCE PROCEDURES

Each vehicle was subjected at each test point to a prescribed sequence of preparation, preconditioning, testing and de-prepping procedures. This sequence was performed as follows:

Vehicle Preparation
Federal Test Procedure
Highway Fuel Economy Test
Federal Short Cycle
New Jersey ACID/New York Short Test Composite
Clayton Key Mode Test
Two Speed Idle Test
Federal Three Mode Test
After-Test Procedures

The various inspection, adjustment, tune-up and maladjustment procedures were performed in accordance with the test plan. Details on these, the test and other procedures are provided in paragraphs which follow.

2.6.1 Vehicle Preparation

As described earlier, the test sequence began with the fueling of the vehicle. Prior to the first test the as-received fuel was drained from the vehicle. In this process fuel was drained either from the tank filler neck or from the supply line to the engine. An electrically powered gear-type pump was used for this purpose. Separate one-pint samples from each tank were retained for possible analysis by the vehicle manufacturer and the EPA. Following the draining process, the tank was charged to 40 percent of tank capacity with a suitable test fuel. Indolene clear was used in those vehicles requiring unleaded fuel while Indolene 30 was used in those vehicles not requiring unleaded fuel. Test fuels were obtained from American Oil Company from its stocks in the Detroit area and delivered in 55 gallon drums. Prior to the second and subsequent test sequences the vehicle tank was merely topped-off to the 40 percent level with the appropriate fuel. Caution was exercised relative to the fuel in that opened drums were resealed after each use and unleaded fuel dispensing equipment was used only in connection with the unleaded fuel.

Some time after the refueling process was completed, the vehicle was operated on city streets to purge as-received fuel from the carburetor and fuel lines and to evaluate warm engine driveability characteristics. Such operation continued: a minimum of 10 minutes; until engine temperature had stabilized or; until the driveability evaluation was completed; whichever occured last. Following this process the vehicle was immediately driven to the soak area and shut-down to begin a prescribed 12 to 20 hour soak before the cold start FTP.

2.6.1.1 Vehicle Driveability Evaluation - Driveability evaluations were performed from a warm and a cold engine start. The warm driveability evaluation was conducted during the fuel purging operation while the cold engine evaluation was conducted in conjunction with the cold transient phase of FTP dynamometer operation. The evaluations are regarded as being modest in that they were performed under limited conditions and were designed to generalize on undesirable elements as opposed to characterizing each of the possible undesirable elements.

The warm engine driveability evaluation consisted of:

A constant speed phase
An acceleration-from-idle phase
A restart after shut-down phase

During the constant speed phase, "stalls" and "pass-outs" were noted during part throttle acceleration to road speed (generally to posted speed limits below 30 mph), acceleration quality was noted, cruise quality was noted, response during slight acceleration was noted, and idle quality at stop was noted. During the acceleration-from-idle phase, acceleration quality at 1/4, 1/2, 2/3 and 3/4 throttle was noted. During the restart after-shut-down phase, cranking time and idle quality after restart were noted. The restart was performed 10 minutes after the engine was shut-down upon completion of the preceding phases.

The cold engine (dynamometer) driveability evaluation consisted of:

A cold start and idle phase
A drive-away phase

During the cold start and idle phase, initial cranking time and idle quality were noted, "die-outs" and "stalls" were noted, and hesitations during the first acceleration were noted. During the drive-away phase, "stalls" and "pass-outs" during subsequent FTP first cycle accelerations were noted, acceleration quality during this cycle was noted, idle quality after the first cycle was noted, stalls and pass-outs during FTP second cycle accelerations were noted, acceleration quality during the second cycle was noted and idle quality after the second cycle was noted.

In order to reduce the degree of subjectivity in this evaluation, several categories of ratings were used. These are described as:

Excellent - indicating no trace of undesirable elements (smooth, even, responsive).

Good - indicating slight trace, small indication of an undesirable element (initial uneveness, roughness, hesitation, quickly overcome).

Fair - indicating an undesirable element exists yet reliability is maintained (only intermittent misfire, surging, hesitation).

Poor - indicating an undesireable element exists which affects reliability or driver confidence (steady misfire, roughness, lack of power, response).

Fail - indicating extremely unreliable, possible unsafe conditions exist (frequent stalling, die-outs on acceleration, lack of throttle response).

Pass-outs are defined as an "off-idle" stall while die-outs are defined as a stall at idle.

2.6.2 Equipment Preparation

The facility was operated on a three shift per day, six day per week basis. Such continuous operation precluded many of the usual daily laboratory start-up operations. When applicable, however, instruments which had been idle or in a stand-by condition were switched on to begin the warm-up.

This included the water heater and mass pump of the CVS and the analytical instruments. During and following the warm-up period, but at least once each day, sensitivity of the automatic sample line leak detection system was checked, NO_x instrument converter efficiency and CVS propane recovery tests were performed, analyzer outputs as indicated by the recorders and the computer were checked for standardization and the dynamometer was warmed-up for a minimum of fifteen minutes at 30 mph if it had not been utilized for testing within the previous two hour period. The speed calibration of the dynamometer and associated indicating devices were also standardized and the tailpipe sampling system was checked for leaks. During this interval, the soak area temperature trace and other general laboratory quality control documentation from the previous day were collected for evaluation and processing.

2.6.3 Federal Test Procedure

The Federal Test Procedure was conducted in accordance with the procedures listed in 40 Federal Register 126. Those segments of the procedure which deal with fuel evaporative loss measurements were not conducted, however. Consequently, special concessions relating to the configuration of the evaporative emission control system were requested of the EPA and granted to the manufacturer of the vehicle under test.

This version of the FTP is conducted from a cold engine start. Prior to the test the vehicle remained unstarted for a period of twelve to twenty hours at ambient temperatures between 68°F and 86°F. Following this soak interval the inertia weight and load settings of the dynamometer were set to correspond to the weight and load settings for the vehicle next in line to be tested. A non-test vehicle was used for this purpose. The manufacturer prescribed the settings which were those used for testing of the pre-production versions of the respective vehicles as part of the EPA emission certification process for each vehicle model-year.

Following the load-set, the test vehicle was placed on the dynamometer. The test equipment was prepared and placed in the test start-up configuration. Simultaneously, the vehicle engine was started and exhaust sampling was initiated. This sampling continued during the 505 second, 3.59 mile cold transient phase of the test. At the 505 second point the sample was diverted from the first sampling bag of the CVS to the second. The second bag was used to collect the exhaust sample from vehicle operation over the 3.91 mile cold stabilized phase of the test. At the end of this phase the engine was stopped, the cold stabilized phase sampling was terminated and the vehicle was soaked on the dynamometer for a period of ten minutes ± one minute. At the end of this period the engine was restarted at which time exhaust sampling was once again initiated and continued through the 505 second, 3.59 mile hot transient phase of the test. This concluded the Federal Test Procedure.

CVS sample and background bags were analyzed within 10 minutes after completion of the respective phases of the test. Temperature of the air in front of the vehicle during the test was maintained between 68°F and 86°F.

2.6.4 Highway Fuel Economy Test

The Highway Fuel Economy Test consists of vehicle operation on the dynamometer over the 10.2 mile, 765 second HFET driving schedule. This test followed the FTP and was started with the vehicle in a warmed-up condition. A warmed-up condition was defined as at least 7.5 miles of cyclic operation having been completed within the thirty-five minute period preceding the start of the HFET. The vehicle was preconditioned for this test by operating it at 50 miles per hour for a period of three minutes. Within one minute of the end of this cruise period the vehicle was brought to an idle condition and the test was started. At the start of the sampling period, CVS diluted exhaust is diverted into the sample bag and collected during vehicle operation over the HFET driving schedule. Sampling is terminated at the end of the schedule and the content of the sample bag is analyzed for emission and fuel economy determination. Load settings, inertia weights and the vehicle speed and underhood cooling air temperature tolerances of the HFET are identical to those of the Federal Test Procedure.

2.6.5 New Jersey ACID/New York Short Test Composite

The New Jersey ACID/New York Short Test Composite is a six mode mass (CVS) emission test of 75 seconds duration which follows the driving schedule listed below:

Mode	Time in mode (secs)
Idle	22
0-30 mph acceleration	15
30 mph cruise	15
30-10 mph deceleration	12
10 mph cruise	7
10-0 mph deceleration	4
	75

On all vehicles, the dynamometer is loaded to an inertia weight of 3,000 lbs and 3.5 indicated horsepower at 30 miles per hour. Manual transmission shift points are the same as those observed during the Federal Test Procedure. Flow into the sample bag was such that a minimum of two cubic feet of dilute exhaust sample was provided for test analysis.

2.6.6 Clayton Key Mode Test

The Clayton Key Mode Test consists of three steady state operating conditions. An undiluted (tailpipe) exhaust sample is analyzed during each of the three conditions.

For the purpose of this program, the Clayton Key Mode Test was preceded by a soak period no longer than 20 minutes from the last sustained period of vehicle operation. At the end of this period, the vehicle was operated a maximum of three minutes at the specified speed and load with the engine compartment open and the underhood cooling fan on. The Federal Test Procedure inertia weight was engaged during the test. The mode sequence was in the order of high cruise, low cruise and idle. At each speed equilibrium of vehicle speed and the HC, CO and NO_x readings were maintained for 30 seconds before the readings were recorded. Operating conditions for the test are listed below.

Clayton Key Mode Test Conditions

Vehicle Class (lbs)	Transmission Range/Gear	Meter Dyno Load hp @ mph	High Cruise (mph)	Low Cruise (mph)	Idle
2000 to 2800	Drive or Third	15 @ 38	36-38	22-25	Automatic Transmission in Drive
2801 to 3800	Drive or High	24 @ 46	44-46	29-32	
3801 and up	Drive or High	30 @ 50	48-50	32-35	

2.6.7 Two Speed Idle Test

The Two Speed Idle Test consists of two steady state operating conditions.

An undiluted (tailpipe) exhaust sample is analyzed during each of the two conditions. The first is a mode in which the engine is operated at 2250 engine rpm with the transmission in neutral. During the second, the engine is operated at normal idle with the transmission in neutral also.

In this program, the Two Speed Idle Test was also preceded by a soak period no longer than 20 minutes from the last sustained period of vehicle operation. At the end of the soak period, the vehicle was operated for a maximum of three minutes at 2250 engine rpm and then at curb idle. At each speed, equilibrium of vehicle speed and the CO, HC and NO_x readings were maintained for 30 seconds before the readings were recorded.

2.6.8 Federal Three Mode Test

The Federal Three Mode Test is similar to the Clayton Key Mode Test in that it also consists of three steady state operating modes and measurement of tailpipe emissions. Operating conditions for this test are as listed. Since actual (as opposed to indicated) dynamometer horsepower settings are used, additional dynamometer calibrations at 30 mph and 50 mph

Federal Three Mode Test Procedure Conditions

Vehicle Class (lbs)	Transmission Range/Gear	Mode		
		High Speed Speed @ Act Hp	Low Speed Speed @ Act Hp	Idle
Up to 2500	Drive/3rd	50 @ 21	30 @ 9	Auto Trans in Neutral and Drive
2501 to 3500	Drive/High	50 @ 26	30 @ 12	
3501 to 4500	Drive/High	50 @ 31	30 @ 15	Manual Trans in Neutral
above 4500	Drive/High	50 @ 36	30 @ 18	

were required and performed. Federal Test Procedure inertia weights were engaged during the test. The mode sequence was in the order of high cruise, low cruise and idle. At each speed, equilibrium of vehicle speed and the CO, HC and NO_x readings were maintained for 30 seconds before the readings were recorded.

2.6.9 Vehicle After-Test Inspection, Adjustment and Maintenance Procedures

The After-Test Procedure involved the measurement of basic engine parameters. These parameters consisted of; basic ignition timing, dwell (if applicable), idle speed, undiluted idle CO and undiluted idle HC. In performing these measurements, the procedures outlined on the emission data sticker found in the engine compartment were followed.

Other of the inspection, adjustment and maintenance procedures are described, in general, in paragraphs which follow:

2.6.9.1 Maladjustment and Disablement Inspection - The Maladjustment and Disablement Inspection (Appendix K) was designed to determine whether the emission control parameters or components had been subjected to either or both of these actions. In making this determination, the manufacturer's service manual was referenced. The scope of this inspection was as follows:

> The induction system was inspected to determine if it was intact and complete. Included was a determination that the heated air system was operative and that the vacuum lines controlling operation of the system had not been disconnected, plugged or rerouted.
>
> The carburetor and fuel system was inspected to determine if it was intact and complete. This inspection was to determine that the choke system had not been modified or misadjusted, that the idle mixture limiter caps were not missing or broken and that the fuel tank filler neck had not been altered.
>
> The ignition system was inspected to determine if it was intact and complete. Included was a determination of; the distributor number, initial timing, mechanical advance at an appropriate intermediate speed, and the points at which vacuum advance began and when maximum

vacuum advance was attained.

The exhaust gas recirculation (EGR) system was inspected to determine if it was intact and complete. Included was a verification that the vacuum signal lines had not been disconnected, plugged or rerouted and that the entire system was operable.

The air pump (secondary air) system was inspected to determine if it was intact and complete.

The positive crankcase ventilation (P.C.V.) system was inspected to determine if it was intact and complete.

The exhaust handling system was inspected to determine if it was intact and complete.

The evaporative emission control system was inspected to determine if it was intact and complete.

Any other components that could be related to exhaust emission control were inspected to determine if they were intact and complete.

2.6.9.2 Emission Component Inspection - This inspection was designed to determine the operational status of each component within the emission control system. For the purpose of this inspection, components that were not operating properly but yet had not been maladjusted or disabled were judged to be defective. Specific procedures relative to each vehicle and manufacturer were obtained from the respective service manuals. The procedures are too detailed to list. Insight into the Emission Component Inspection may be gained through an inspection of the reporting forms applicable to the process. These are also provided in Appendix K.

2.6.9.3 Idle Speed and Mixture Inspection - The Idle Speed and Mixture Inspection was designed to determine if these parameters were out of the prescribed tolerances and, if so, to what extent. Specific procedures relative to each vehicle and manufacturer were obtained and/or developed from the respective service manual. These procedures are presented in Appendix K.

2.6.9.4 Major Tune-up and Emission Component Repair - Components found to require attention under the Emission Component Inspection were corrected when the vehicle reached this point. A major tune-up was also performed.

The major tune-up was performed in accordance with the manufacturer-required periodic maintenance schedule. For each vehicle, a one year/15,000 mile schedule (one year/22,500 miles for GM vehicles), which is a prescribed major maintenance interval prescribed by each of the manufacturers, was observed. The vehicle was subjected to the various fluid changes, checks, inspections, lubrications and part replacements required by the schedule. Insight into the details of the major tune-up may be gained through a inspection of the reporting forms applicable to the process. These, also, are provided in Appendix K.

2.6.9.5 Selective Maladjustments - The Selective Maladjustments represented what was considered to be a prevalent form of modification to the make/engine family under test. These determinations were made by the EPA Project Officer. The vehicles were maladjusted in accordance with the general plan although the number of exceptions is large enough as to justify a detailed study of the results before conclusions are drawn. Those maladjustments employed prior to the respective manufacturer's vehicle entering the Selective Maladjustment loop (prior to Test #5) were, in general, as follows:

> Chrysler Corporation - Four of the emission control parameters were modified on these vehicles as follows: basic timing was advanced 5 engine degrees from manufacturers specifications; the EGR signal line was plugged rendering the EGR valve inoperable; the choke heating element was disconnected thereby extending choke operation during the cold start test and; full manifold vacuum was supplied to the ignition distributor further advancing ignition timing.

Ford Motor Company - Only one of the Ford vehicles was involved in this segment of the evaluation. On this one vehicle the EGR signal line was plugged rendering the EGR valve inoperable.

General Motors Corporation - Four of the emission control parameters were modified on these vehicles as follows: basic timing was advanced 5 engine degrees from manufacturer's specifications; choke angle was set 3 notches richer than manufacturer's specifications causing the choke to set stronger and stay on longer during the cold start test; full manifold vacuum was supplied to the distributor further advancing ignition timing and; the EGR signal line was plugged rendering the EGR valve inoperative.

Subsequent to Test #5, the vehicle was restored to specifications. Following this restoration, one or two of the several parameters were maladjusted at a time. The vehicle was tested in this maladjusted configuration, restored and one or two other parameters were maladjusted and so on up through Test #10. Maladjusted parameter options that were evaluated in this five test loop were as follows:

Chrysler Corporation

Lean-best-idle mixture
5° timing advance
Full vacuum to distributor
EGR disabled
Rich idle mixture
Choke heater disconnected

Ford Motor Company

Lean-best-idle mixture
5° timing advance
Air pump disabled
EGR disabled
Rich idle mixtures
Choke 3 notches richer

General Motors Corporation

5° timing advance
Full vacuum to distributor
EGR disabled
Rich idle mixture
Choke 3 notches richer

2.6.9.6 Final Engine Restoration - This procedure was performed following the last test in the selective maladjustment loop. It consisted merely of the restoration of maladjusted parameter or disabled component to the manufacturer's prescribed condition before return of the vehicle to its owner.

2.7 DATA HANDLING

The raw data and associated materials were subjected to a systematic and rigorous sequence of collection, preliminary review, packaging and editing prior to final processing. This sequence is described below.

2.7.1 Data Collection

Critical parameters associated with the test were documented on strip-chart recorders. Included in these parameters were the temperature of the soak area, wet and dry bulb temperature of the air supplied to the vehicle during the test, temperature of the dilute exhaust within the CVS and driver/vehicle performance over the various driving schedules. Driver/vehicle performance recordings contain a speed calibration before the test and a calibration check after the test. Recorders associated with the emission analytical system were allowed to run continuously during the prescribed analyzer calibration, sample measurement and calibration check sequence.

The NOVA 2 computer, the primary component in the data acquisition system, was utilized to collect and integrate CVS sample and background bag HC, CO, CO_2 and NO_x data. This component of the system was also used to generate the speed/time profiles of the various driving schedules, which are based on a 10 speed-point/second smoothed signal, and to totalize the revolutions of the CVS mass pump during each of the mass emission test segments.

Routing of the vehicle through the preconditioning, test, inspection and maintenance sequences was controlled through the utilization of a data form packet which was assigned to each vehicle. This packet contained all forms necessary to document the procedures to be applied to all vehicles. Assembly of the packet was in the order in which the procedures were to be applied. Supplements were added as the decisions regarding further action on the vehicle were made.

Control over the vehicle soak period was maintained and documented through utilization of the reporting block provided on one of the packet forms. A separate copy of this form was used in connection with each cold start test. Additional control was exercised to maintain the proper soak interval through the use of posters which were affixed to the vehicle windshields. Each poster contained a numeral which indicated the order in which the vehicle was to appear in the daily testing schedule and a block on which the key-off time relative to the specific vehicle was noted. Testing personnel were also furnished a schedule which indicated the daily testing schedule including the vehicle order and the nominal test time. Personnel performing the preconditioning operations were furnished with a similar schedule indicating the time each vehicle to be tested was to be placed in soak.

Upon completion of a vehicle test, the completed data packet, strip chart recordings, data acquisition system computer punch tape and print-outs pertinent to the test were assembled in preparation for the review process.

2.7.2 Data Processing

Processing of the raw data was performed by both manual and computer operations. Aside from the above mentioned acquisition and reduction (integration) operations performed by the on-line computer and those test parameters monitored by strip chart recorders, also mentioned above, the collection of data was a manual operation. Generally, data were processed using a time share computer system. However, manual verification of strip chart compliance with temperature and speed tolerances, procedural operations and integration of the wet/dry bulb temperature traces was required.

Raw Federal Test Procedure data were processed on a preliminary basis at the Chicago site to facilitate the decisions on vehicle routing through the program. A teletype machine, in communication with the time-share system, was located at the site for this purpose. The manufacturer's representative was provided machine copies of the preliminary print-out of the FTP data. These and the remaining data were subsequently reprocessed at our Denver facility using the same time-share system once the final phases of the data review and edit process were completed. Due to computational short-cuts and possible changes stemming from the initial review and edit process, the final results may not agree precisely with results supplied to the manufacturers.

2.7.3 Data Review and Editing

All data pertaining to a single vehicle were assembled into a single test packet. The packet contained all raw data sheets, strip chart recordings, data acquisition system punch tape and print-outs pertinent to the vehicle test. These were reviewed at the site for completeness, compliance with temperature and speed tolerances and procedural accuracies on a test by test basis. Any data deficiencies, out-of-tolerance conditions or procedural inaccuracies were resolved at this point. Resolution was appropriate to the particular discrepancy and covered whatever actions were necessary up to and including a complete rerun of the test. Upon completion of all tests on the vehicle, but before it was returned to its owner, the entire test packet was reviewed and any remaining discrepancies were likewise resolved. The completed packet was subsequently forwarded to our Denver office for further processing.

Upon arrival in Denver, the data packet was subjected to a third review by our personnel who are not directly connected with the tests. This review was similar to, but more comprehensive than, the reviews performed at the test site. Any deficiencies or discrepancies noted at this point were resolved. Following this review, data contained on the on-line computer punch tape generated at the test site were combined with other of the raw data and entered into temporary time-share computer storage. The stored data were subsequently listed back out and manually proof read against the input data to detect any errors introduced through key-punch operations or transmission difficulties. Errors of this type were corrected at this point. The data were subjected to an edit program when these procedures were completed.

The editing process to which the data were subjected is a computer operation which subjects the critical bits of data or information to a test of reasonableness. Such reasonableness is established if the point in question lies within a pre-determined range or tolerance. For example, the reasonable range for temperature (dry bulb) of air supplied to the front of the vehicle during testing, is 68°F to 86°F, the actual tolerance for this parameter of the test. If the respective point is outside this range, the computer flags the point indicating a requirement for further investigation. In those cases where an absolute value or values are applicable, any other value appearing in the given location is similarly flagged and investigated. Engine displacement size, where a limited number of sizes are available respective of one vehicle model, is an example of an absolute value to which compliance with the edit program needed also to be demonstrated. Once each problem relating to the flagged points had been resolved, the data were reduced. The computer performed these operations, as well. As a last check, the reduced data were printed-out and subjected to a final review and subjective test of reasonableness before the test was declared valid. When this process was completed, the data were transferred to the EPA in the form of interpreted 80 column punch cards along with the complete data packet.

The EPA conducted a similar review of the data including both raw and processed data. Any discrepencies noted during this process were brought to our attention and resolved in an appropriate manner. The computer data files were corrected accordingly and 80 column punch cards covering the corrected data were resubmitted.

2.7.4 Calculation of Test Results

Mass emission test results were calculated using basic formulae of 40 Federal Register 126. Fuel economy data for these tests were calculated from mass HC, CO and CO_2 results using the carbon balance equation. All tests were performed using the Indolene-type fuels. A hydrogen/carbon ratio of 1.85 was assumed for these fuels. Calculation methods for the particular tests are described below.

2.7.4.1 Federal Test Procedure - FTP results were calculated using Federal Register equations. 1972 equivalent cold start results were also calculated. This calculation was performed by summing cold transient and cold stabilized mass results as calculated by FTP equations. This total mass results, in grams, was divided by 7.5 miles. Hot start results were similarly calculated using total mass emissions from the hot transient and cold stabilized segments of the test.

2.7.4.2 Highway Fuel Economy Test - Emission results for this test were calculated using Federal Register equations and a distance constant of 10.2 miles per test. Fuel economy results were calculated using the carbon balance equation.

2.7.4.3 Federal Short Cycle Test - Results for the Federal Short Cycle Test were calculated using Federal Register equations and the distance constant of 0.7536 miles per test.

2.7.4.4 New Jersey ACID/New York Short Cycle Test Composite - Emission results for this test were calculated using Federal Register equations and the distance constant of 0.2792 miles per test.

2.7.4.5 Clayton Key Mode Test - Emission results for this test are comprised of tailpipe concentrations which were given no treatment and are reported as measured.

2.7.4.6 Two Speed Idle Test - Emission results from this test are also comprised of tailpipe concentrations which are reported as measured.

2.7.4.7 Federal Three Mode Test - Emission results from this test are tailpipe readings which are reported as measured.

2.7.4.8 Vehicle After-Test Inspection, Adjustment and Maintenance Procedures Emission readings taken during these procedures are reported as measured. Data on the basic engine parameters and on emission control and related parameters are reported as measured or observed in terms appropriate to the measurement or observation. Cost data relative to replacement parts are based on either actual invoice (retail) prices in cases where ATL supplied the parts or retail price quotations provided by the respective manufacturer in cases where the manufacturer supplied the parts.

3. PRESENTATION OF TEST RESULTS

Data that are particularly pertinent to the objectives of the Restorative Maintenance Evaluation are summarized in tabular form in this section. A more detailed presentation is provided in the appendices.

It was not within the scope of the testing laboratory's contract: to perform other than a minimal analysis of the data; to present or discuss it in any detail or; to draw any conclusions from the results. Consequently, relatively little discussion accompanies this section except that which may serve to clarify the test conditions.

3.1 LISTING OF VEHICLES TESTED

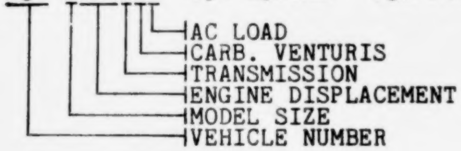
A listing of the Restorative Maintenance Evaluation sample which delineates the number of tested vehicles by manufacturer, make and other identifying information is provided in Table 1.

TABLE 1

LISTING OF VEHICLES TESTED

CHICAGO

MANUFACTURER	NO. OF VEHICLES	VEHICLE NO.	DESC.	VEHICLE NO.	DESC.	VEHICLE NO.	DESC.	VEHICLE NO.	DESC.
GENERAL MOTORS									
BUICK	5	067	C231A2*	068	C260A2*	069	F350A4*	070	F350A4*
		071	F455A4*						
CADILLAC	2	072	F500A4*	073	F500A4*				
CHEVROLET	16	074	X085M1	075	F400A4*	076	X140A2	077	C250A1
		078	C305A2*	079	C305A2*	080	C350A4*	081	I305A2*
		082	I305A2*	083	I350A2*	084	I350A2*	085	F400A4*
		086	F350A2*	087	F350A2*	088	F350A4*	089	F400A4*
OLDSMOBILE	6	090	I260A2*	091	I350A4*	092	I350A4*	093	F350A4*
		094	F455A4*	095	F455A4*				
PONTIAC	5	096	X140A2*	097	I260A2*	098	I350A2*	099	I350A2*
		100	F400A2*						
FORD MOTOR CO.									
FORD	25	034	X140M2	035	X171A2*	036	X140A2*	037	X140A2*
		038	X171A2*	039	C250A1*	040	C250M1*	041	C200M1
		042	C250A1*	043	C250A1*	044	C302A2*	045	C302A2*
		046	C351A2*	047	I351A2*	048	I351A2*	049	I351A2*
		050	I351A2*	051	I351A2*	052	I400A2*	053	F351A2*
		054	F351A2*	055	F400A2*	056	F400A2*	057	F400A2*
		059	C302A2*						
MERCURY	6	058	C250A1*	060	C302A2*	061	I351A2*	062	I351A2*
		063	F400A2*	064	F400A2*				
LINCOLN	2	065	F460A4*	066	F460A4*				
CHRYSLER CORP.									
DODGE	13	001	C225A1*	002	C225A1*	003	C225M1*	004	C225A1*
		005	C225A1*	006	C318A2*	007	C318A2*	008	I318A2*
		009	I318A2*	010	I360A2*	011	I318A2*	012	I360A2*
		013	F360A2*						
PLYMOUTH	16	014	C225M1*	015	C225A1*	016	C225A1*	017	C225A1*
		018	C225A1*	019	C225A1*	020	C318A2*	021	C318A2*
		022	C225A1*	023	I318A2*	024	I318A2*	025	F360A2*
		026	F318A2*	027	C225A1*	028	C318A2*	029	C225A1*
CHRYSLER	4	030	I400A2*	031	I360A2*	032	F400A2*	033	F400A2*



3.2 SUMMARY OF FEDERAL TEST PROCEDURE RESULTS

3.2.1 Vehicles Meeting Federal Standards at Successive Stages of Maintenance

Data showing the number of vehicles by manufacturer that met Federal Exhaust Emission Standards at successive stages of the Restorative Maintenance Evaluation portion of the test plan are presented in Table 2.

Vehicle conditions respectively associated with the Test Nos. 1 through 4 of this table were described earlier in some detail under 2.3.4 of this report. A more brief description is provided below:

TEST (Sequence) NO. 1 was conducted on the vehicle in its as-received condition.

TEST NO. 2 was conducted on the vehicle found to have failed the Maladjustment/Disablement Inspection. Corrective action was taken before the test was performed.

TEST NO. 3 was conducted on the vehicle found to have failed Federal Standards based on results from either or both of Test Nos. 1 and 2. Chrysler and Ford vehicles in this category were given an idle speed and CO inspection. Those that failed the inspection (out-of-tolerance) were corrected and subjected to Test No. 3. General Motors vehicles that failed either or both of Test Nos. 1 and 2 proceeded directly to the idle speed and CO (mixture) adjustment. General Motors' procedure for mixture adjustment precludes inspection. Test No. 3 followed these actions.

TEST NO. 4 was conducted on those vehicles that failed Federal Standards relative to Test No. 3 and certain vehicles that passed the standards relative to this same test. A few of the latter of these vehicles proceeded into the Selective Maladjustment portion of the plan to provide the minimum required number of vehicles. Test No. 4 was immediately preceded by a major tune-up and emission component repair.

TABLE 2

VEHICLES MEETING FEDERAL STANDARDS AT SUCCESSIVE STAGES OF MAINTENANCE

FEDERAL STANDARDS :
HC ≤ 1.5 GRAMS/MILE,CO ≤ 15 GRAMS/MILE,NOxc ≤ 3.1 GRAMS/MILE

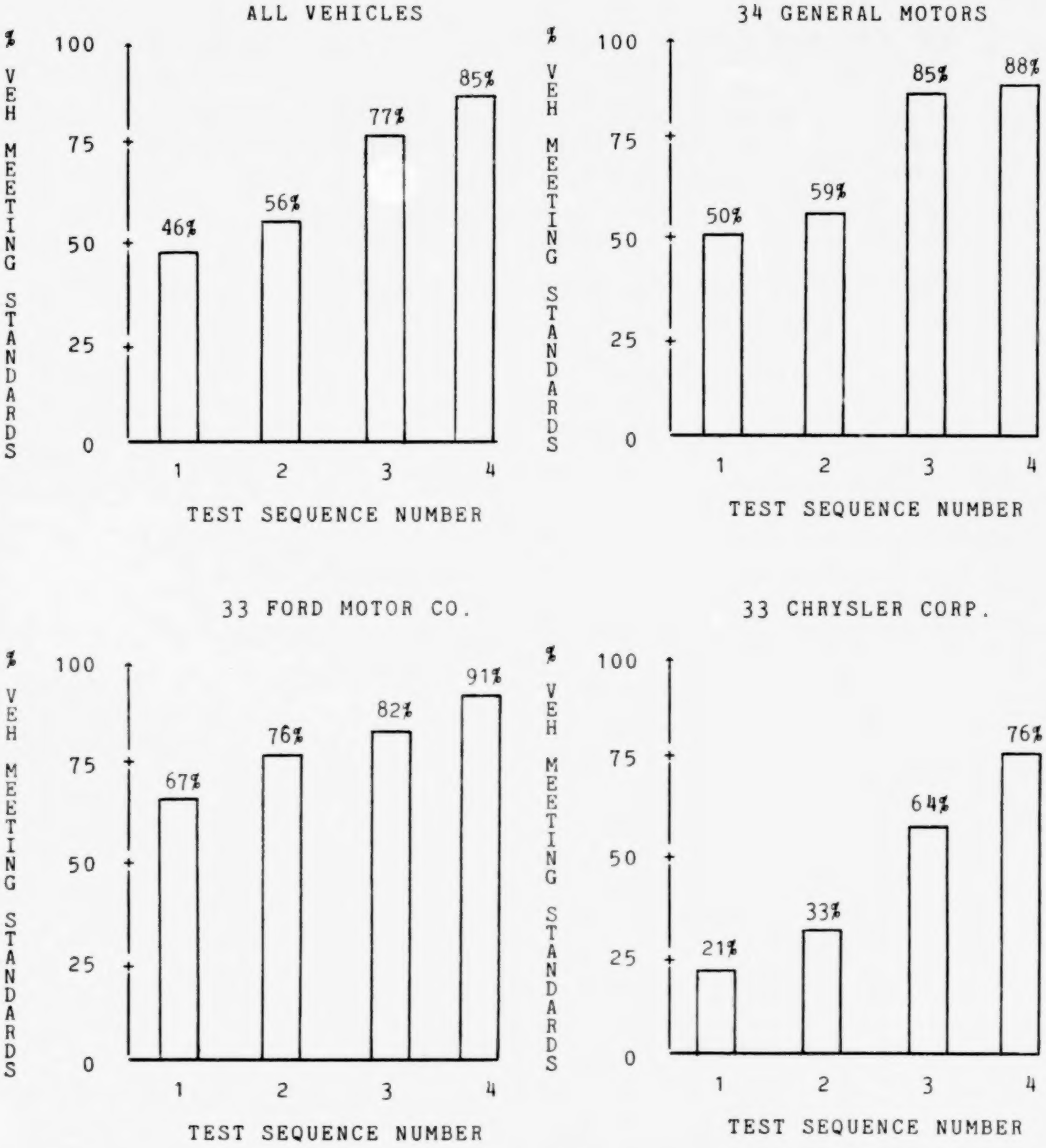
CHICAGO

MANUFACTURER & TEST NUMBER	NO. OF VEHICLES	FAILED							PASSED ALL THREE	PASSED %
		HC	CO	NOxc	HC&CO	HC&NOxc	CO&NOxc	HC&CO&NOxc		
GENERAL MOTORS										
TEST NO. 1	34	0	2	8	5	0	2	0	17	50
TEST NO. 2	8	0	0	3	1	0	1	0	20	59
TEST NO. 3	14	0	0	5	0	0	0	0	29	85
TEST NO. 4	5	0	0	3	0	0	1	0	30	88
FORD MOTOR CO.										
TEST NO. 1	33	0	3	7	1	0	0	0	22	67
TEST NO. 2	5	0	0	2	0	0	0	0	25	76
TEST NO. 3	5	1	0	2	0	0	0	0	27	82
TEST NO. 4	6	0	0	2	1	0	0	0	30	91
CHRYSLER CORP.										
TEST NO. 1	33	1	1	2	16	0	3	3	7	21
TEST NO. 2	14	0	3	2	5	0	0	0	11	33
TEST NO. 3	21	2	2	4	3	0	0	0	21	64
TEST NO. 4	12	2	2	2	2	0	0	0	25	76
ALL VEHICLES										
TEST NO. 1	100	1	6	17	22	0	5	3	46	46
TEST NO. 2	27	0	3	7	6	0	1	0	56	56
TEST NO. 3	40	3	2	11	3	0	0	0	77	77
TEST NO. 4	23	2	2	7	3	0	1	0	85	85

TABLE 2

VEHICLES MEETING FEDERAL STANDARDS AT SUCCESSIVE STAGES OF MAINTENANCE

CHICAGO


ALL VEHICLES

34 GENERAL MOTORS

33 FORD MOTOR CO.

33 CHRYSLER CORP.

3.2.2 As-Received Federal Test Procedure Results as Percent of Federal Standards

Data relative to the as-received emission test (Test No. 1) and the Federal Emission Standards are presented in Table 3. This information is interpreted as follows:

> TEST 1 AVG indicates as-received emission test result averages for the vehicles of a given manufacturer.
>
> AVG TEST PASSED indicates emission result averages for the first test passed by the respective vehicles or Test No. 4 for vehicles not able to meet.
>
> TEST 1, % FROM STD indicates the percent that average Test No. 1 emission results are above or below the Federal Standards.
>
> % AVG TEST PASSED indicates the percent that AVG TEST PASSED vehicle emission results are above or below the Federal Standards.

TABLE 3

SUMMARY OF FEDERAL TEST PROCEDURE RESULTS

CHICAGO

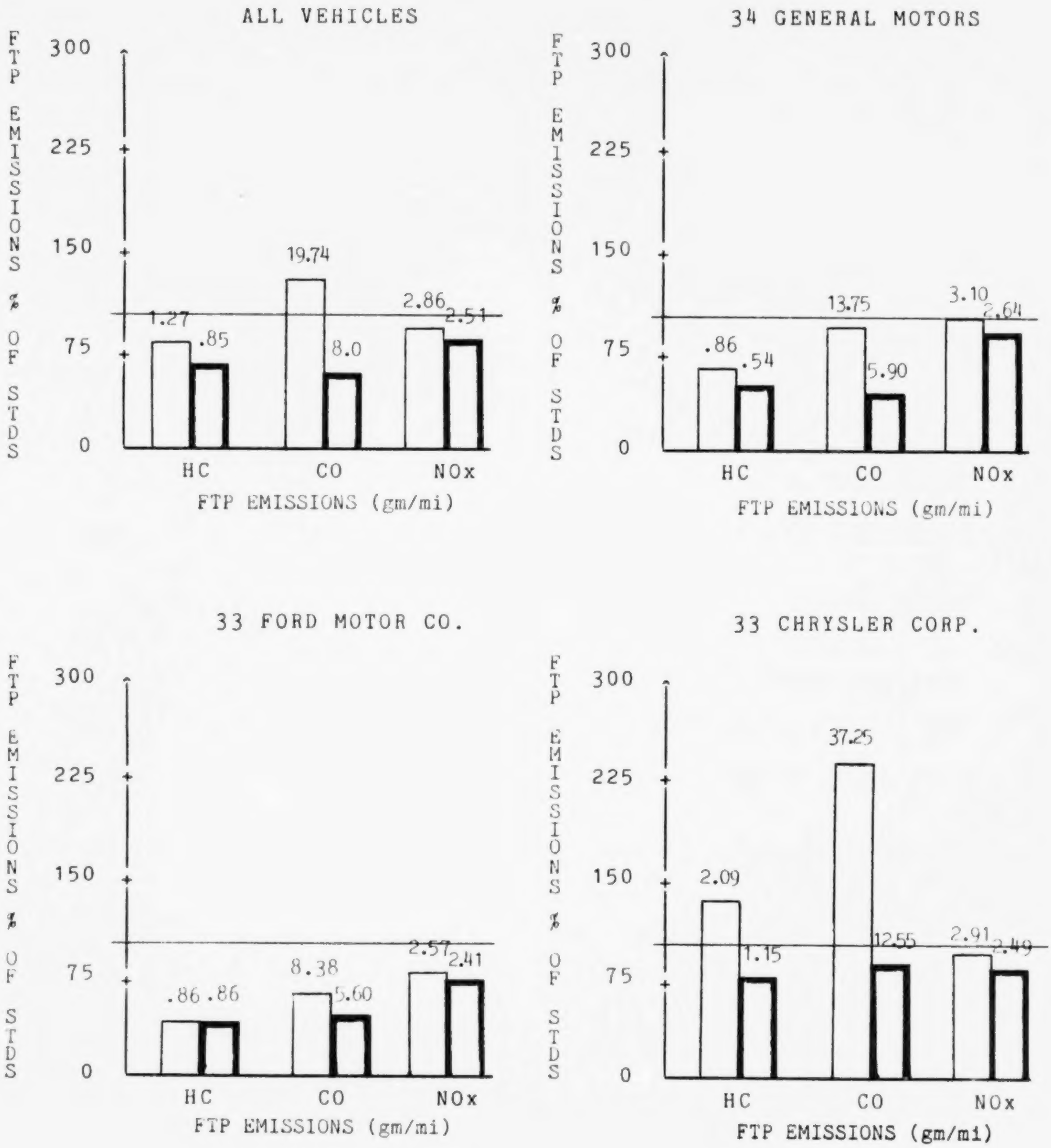
MFG & TEST TYPE	NO. OF VEHICLES	---- AVG GRAMS / MILE ----- HC	CO	NOXC
GENERAL MOTORS				
TEST 1 AVG	34	0.86	13.75	3.10
AVG TEST PASSED	34	0.54	5.90	2.64
TEST 1 % FROM STD		-42	-8	0
% AVG TEST PASSED		-64	-61	-15
FORD MOTOR CO.				
TEST 1 AVG	33	0.86	8.38	2.57
AVG TEST PASSED	33	0.86	5.60	2.41
TEST 1 % FROM STD		-43	-44	-17
% AVG TEST PASSED		-43	-63	-22
CHRYSLER CORP.				
TEST 1 AVG	33	2.09	37.25	2.91
AVG TEST PASSED	33	1.15	12.55	2.49
TEST 1 % FROM STD		39	148	-6
% AVG TEST PASSED		-23	-16	-20
ALL VEHICLES				
TEST 1 AVG	100	1.27	19.74	2.86
AVG TEST PASSED	100	0.85	8.00	2.51
TEST 1 % FROM STD		-16	32	-8
% AVG TEST PASSED		-44	-47	-19

PERCENTAGE CALCULATIONS : $\frac{\text{ACTUAL - STANDARDS}}{\text{STANDARDS}}$

TABLE 3

SUMMARY OF FEDERAL TEST PROCEDURE RESULTS

CHICAGO



3.3 SUMMARY OF HIGHWAY FUEL ECONOMY RESULTS

Data relative to the as-received (Test No. 1) Highway Fuel Economy Test are presented in Table 4. Also presented in this table are data relative to the as-received emission test and the Federal Emission Standards. Both emission and fuel economy data are presented. FTP emission and associated data are identical to that presented in Table 3. Highway Fuel Economy test data may be interpreted using the keys provided in connection with Table 3.

TABLE 4

SUMMARY OF FEDERAL TEST PROCEDURE RESULTS AND HIGHWAY FUEL ECONOMY RESULTS

CHICAGO

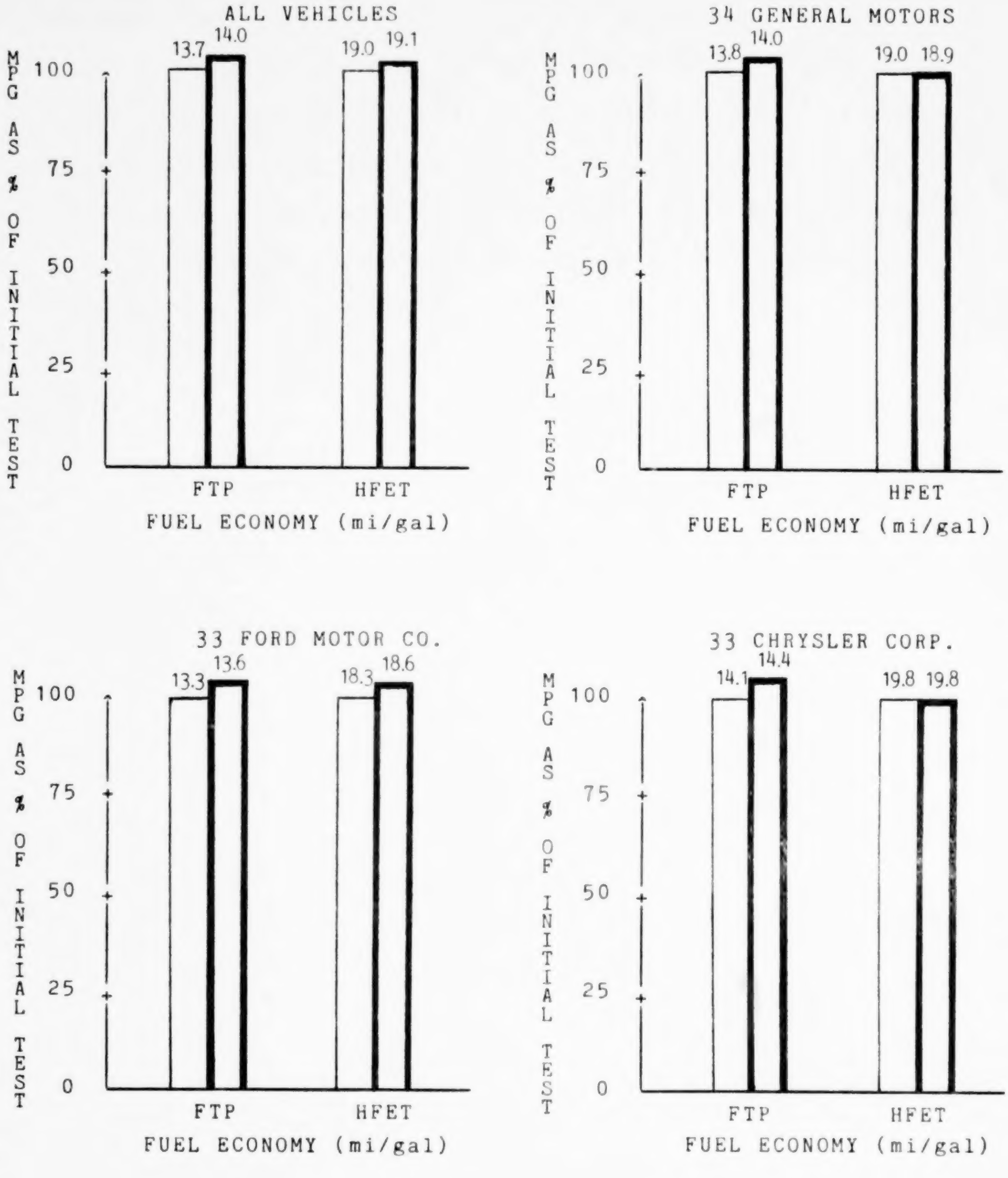
MFG & TEST TYPE	NO. OF VEHICLES	FTP HC	FTP CO	FTP NOXC	FTP MPG	HFET MPG
GENERAL MOTORS						
TEST 1 AVG	34	0.86	13.75	3.10	13.84	18.95
AVG TEST PASSED	34	0.54	5.90	2.64	13.96	18.92
TEST 1 % FROM STD		-42	-8	0	1	0
% AVG TEST PASSED		-64	-61	-15		
FORD MOTOR CO.						
TEST 1 AVG	33	0.86	8.38	2.57	13.29	18.25
AVG TEST PASSED	33	0.86	5.60	2.41	13.61	18.59
TEST 1 % FROM STD		-43	-44	-17	2	2
% AVG TEST PASSED		-43	-63	-22		
CHRYSLER CORP.						
TEST 1 AVG	33	2.09	37.25	2.91	14.11	19.80
AVG TEST PASSED	33	1.15	12.55	2.49	14.38	19.80
TEST 1 % FROM STD		39	148	-6	2	0
% AVG TEST PASSED		-23	-16	-20		
ALL VEHICLES						
TEST 1 AVG	100	1.27	19.74	2.86	13.74	18.98
AVG TEST PASSED	100	0.85	8.00	2.51	13.98	19.09
TEST 1 % FROM STD		-16	32	-8	2	1
% AVG TEST PASSED		-44	-47	-19		

PERCENTAGE CALCULATIONS : $\frac{\text{ACTUAL - STANDARDS}}{\text{STANDARDS}}$

TABLE 4

SUMMARY OF FUEL ECONOMY RESULTS

CHICAGO



3.4 SUMMARY OF MALADJUSTMENT AND DISABLEMENT

A summary of the occurances of maladjustment and disablement actions relative to the major engine and emission control systems and the vehicle manufacturer is presented in Table 5. The only explanation believed necessary here is that: 1) these actions may have been taken on more than one major system relative to a given vehicle or; 2) none of these actions were taken relative to a single vehicle. As a consequence, the total number of vehicles by manufacturer on which the actions were taken need not be equal to the total number of occurances appearing in the manufacturer column.

TABLE 5

SUMMARY OF MALADJUSTMENT / DISABLEMENT OCCURRENCES

CHICAGO

	GENERAL MOTORS 34 VEHICLES		FORD 33 VEHICLES		CHRYSLER 33 VEHICLES		ALL VEHICLES 100 VEHICLES	
SYSTEM	NO.	%	NO.	%	NO.	%	NO.	%
INDUCTION	0	0	4	12	2	6	6	6
CARBURETOR	11	32	11	33	27	82	49	49
IGNITION	4	12	6	18	7	21	17	17
E.G.R.	3	9	2	6	7	21	12	12
AIR PUMP	0	0	0	0	0	0	0	0
P.C.V.	0	0	0	0	1	3	1	1
EXHAUST	0	0	0	0	0	0	0	0
EVAP. CONTROL	0	0	1	3	0	0	1	1
OTHER	0	0	0	0	0	0	0	0
ONE OR MORE OCCURRENCES	14	41	16	48	29	88	59	59

3.5 SUMMARY OF RESTORATIVE MAINTENANCE COSTS

Costs to perform the various inspection and maintenance actions and costs to make corrections based on the outcome of these actions are totalized by manufacturer in Table 6. Labor costs in this summary are based on actual time measurements as opposed to a flat-rate estimate. A rate of $15.00/hour was applied to the actual time. Parts costs are based on the list (retail) price for the parts installed in the course of these actions.

TABLE 6

SUMMARY OF VEHICLE RESTORATIVE MAINTENANCE COSTS PER VEHICLE

CHICAGO

ITEM	GENERAL MOTORS	FORD	CHRYSLER	ALL VEHICLES
MALADJUSTMENT / DISABLEMENT				
INSPECTION LABOR	$8.16	$7.09	$8.64	$7.96
CORRECTION LABOR	$0.66	$1.23	$1.45	$1.11
CORRECTION PARTS	$0.03	$0.14	$0.15	$0.11
EMISSION COMPONENT FUNCTION CHECK				
INSPECTION LABOR	$8.51	$14.55	$11.91	$11.62
CORRECTION LABOR	$0.04	$2.05	$0.41	$0.82
CORRECTION PARTS	$0.00	$0.08	$0.43	$0.17
IDLE CO SET				
LABOR	$3.09	$1.32	$5.23	$3.21
MAJOR TUNE-UP				
LABOR	$6.09	$2.45	$6.68	$5.08
PARTS	$6.84	$2.20	$3.29	$4.14
TOTAL LABOR	$26.56	$28.68	$34.32	$29.82
TOTAL PARTS	$6.87	$2.42	$3.87	$4.41
TOTAL COST	$33.43	$31.10	$38.19	$34.23

* THE LABOR RATE IN THE ABOVE TABLE IS BASED ON $15.00 PER MAN HOUR. THESE VALUES REPRESENT TYPICAL TIMES FOR COMPETENT MECHANICS WHO ARE SOMEWHAT FAMILIAR WITH THE VARIOUS CONTROL SYSTEMS INVOLVED. ANY COMPARISONS SHOULD ONLY BE MADE AMONG THE VEHICLES IN THIS PROGRAM.

3.6 SUMMARY OF EMISSION COMPONENT FAILURES

The emission component failures relative to each manufacturer are summarized in Table 7. A separate listing is provided for each vehicle manufacturer.

TABLE 7

SUMMARY OF EMISSION COMPONENT FAILURES

CHICAGO

SYSTEM	VEHICLES EQUIPPED	NO. OF FAILURES	PERCENT FAILURES
GENERAL MOTORS			
P.C.V.	34	1	3
E.F.E	18	1	6
E.G.R. - E.F.E. TVV	4	1	25
VACUUM BREAK PRI.	34	1	3
FORD MOTOR CO.			
E.G.R. VALVE	33	1	3
CHOKE PULL-OFF DIA.	22	1	5
AIR CLEANER VAC MTR	33	1	3
E.G.R. BCKPRES TRANSD	19	1	5
CHRYSLER CORP.			
EVAP. CANISTER FLT.	33	1	3
HEATED AIR DOOR SENS.	33	1	3
E. ASST.CHOKE HTR.	33	1	3
I.ENRICH.DEL. SOL.	19	1	5
O.S.A.C. VALVE	13	1	8
E.G.R. VALVE	33	1	3
E.G.R.TIME D. SOL.	19	2	11
VACUUM ADV. UNIT	33	2	6
DISTRIBUTOR	33	1	3
CARBURETOR	33	1	3

3.7 SUMMARY OF FEDERAL TEST PROCEDURE EMISSION/FUEL ECONOMY AND HIGHWAY FUEL ECONOMY TEST RESULTS AT SUCCESSIVE STAGES OF MAINTENANCE

Data relating to FTP emission/fuel economy and HFET results at successive stages of the Restorative Maintenance Evaluation portion of the test plan are summarized in Table 8. A separate listing is furnished for each vehicle manufacturer. The following key is provided to facilitate the interpretation of these data:

> TEST (Sequence) NO. 1 was conducted on the vehicle in its as-received condition.
>
> TEST NO. 2 was conducted after vehicle maladjustments and disablements (other than idle speed and mixture adjustment) were corrected.
>
> TEST NO. 3 was conducted on the vehicle found to have failed Federal standards based on results from the test that immediately preceded this test. Chrysler and Ford vehicles in this category were given an idle speed and CO inspection. Those that failed the inspection were corrected and subjected to Test No. 3. General Motors vehicles proceeded directly to the idle speed and adjustment since their procedure for mixture adjustment precludes inspection. Test No. 3 followed these actions.
>
> TEST NO. 4 was conducted on those vehicles that failed Federal Standards relative to Test No. 3 and certain vehicles that passed the standards relative to this test. A few of the latter of these vehicles proceeded into the Selective Maladjustment portion of the plan to provide the minimum required number of vehicles. Test No. 4 was immediately preceded by a major tune-up and repair of any malfunctioning emission component.

TABLE 8

SUMMARY OF EXHAUST EMISSION AND FUEL ECONOMY RESULTS AT SUCCESSIVE STAGES OF MAINTENANCE

CHICAGO

GENERAL MOTORS

TEST NUMBER	NO. OF VEHICLES	---- FEDERAL TEST PROCEDURE -- HC	CO	CO_2	NOxc	MPG	HFET MPG
TEST NO. 1	10	0.87	12.0	638.9	4.41	13.4	18.4
TEST NO. 2	10	0.76	9.5	645.0	3.16	13.4	18.4
% IMPROVEMENT		14	21	-1	28	0	0
TEST NO. 1	9	1.48	29.9	598.2	2.85	13.7	18.6
TEST NO. 3	9	0.60	7.1	614.0	2.67	14.2	18.5
% IMPROVEMENT		60	76	-3	7	4	0
TEST NO. 1	0						
TEST NO. 4	0						
% IMPROVEMENT							
TEST NO. 2	5	0.95	12.1	593.5	3.40	14.4	19.7
TEST NO. 3	5	0.48	3.6	597.3	3.15	14.7	19.8
% IMPROVEMENT		49	70	-1	7	2	1
TEST NO. 2	0						
TEST NO. 4	0						
% IMPROVEMENT							
TEST NO. 3	5	0.51	5.6	541.7	3.57	16.1	21.6
TEST NO. 4	5	0.60	6.9	551.8	3.54	15.7	21.3
% IMPROVEMENT		-18	-23	-2	1	-2	-1

TABLE 8 CONT'D

SUMMARY OF EXHAUST EMISSION AND FUEL ECONOMY RESULTS AT SUCCESSIVE STAGES OF MAINTENANCE

CHICAGO

FORD

TEST NUMBER	NO. OF VEHICLES	---- FEDERAL TEST PROCEDURE --					HFET
		HC	CO	CO_2	NOxc	MPG	MPG
TEST NO. 1	11	0.83	6.7	683.1	2.93	12.7	17.3
TEST NO. 2	11	0.81	5.4	655.9	2.49	13.3	18.1
% IMPROVEMENT		2	20	4	15	4	4
TEST NO. 1	4	1.25	24.1	683.9	2.53	12.2	17.6
TEST NO. 3	4	1.24	8.4	680.2	2.80	12.7	17.8
% IMPROVEMENT		0	65	1	-11	4	1
TEST NO. 1	2	0.80	14.3	735.5	2.87	11.7	16.0
TEST NO. 4	2	0.94	6.4	718.1	2.84	12.1	16.3
% IMPROVEMENT		-17	55	2	1	4	2
TEST NO. 2	1	1.15	9.6	668.6	3.61	12.9	18.8
TEST NO. 3	1	1.25	7.8	657.4	3.34	13.2	18.4
% IMPROVEMENT		-9	19	2	8	2	-2
TEST NO. 2	1	0.52	2.3	395.6	4.45	22.1	31.2
TEST NO. 4	1	0.61	2.7	385.1	2.93	22.7	33.3
% IMPROVEMENT		-18	-16	3	34	2	6
TEST NO. 3	3	1.40	9.3	624.7	3.06	13.8	19.0
TEST NO. 4	3	1.30	10.2	625.3	3.07	13.8	19.0
% IMPROVEMENT		7	-9	0	0	0	0

TABLE 8 CONT'D

SUMMARY OF EXHAUST EMISSION AND FUEL ECONOMY RESULTS AT SUCCESSIVE STAGES OF MAINTENANCE

CHICAGO

CHRYSLER

TEST NUMBER	NO. OF VEHICLES	---- FEDERAL TEST PROCEDURE -- HC	CO	CO_2	NOxc	MPG	HFET MPG
TEST NO. 1	15	2.40	41.9	569.9	3.45	13.8	19.8
TEST NO. 2	15	1.47	17.8	599.6	2.71	14.0	19.9
% IMPROVEMENT		39	58	-5	21	2	1
TEST NO. 1	12	2.30	45.6	532.4	2.45	14.5	20.0
TEST NO. 3	12	1.25	18.3	563.6	2.58	14.9	20.0
% IMPROVEMENT		45	60	-6	-6	2	0
TEST NO. 1	0						
TEST NO. 4	0						
% IMPROVEMENT							
TEST NO. 2	10	1.67	22.3	598.2	2.60	13.9	19.8
TEST NO. 3	10	1.28	12.1	605.8	2.59	14.1	20.0
% IMPROVEMENT		24	46	-1	0	2	1
TEST NO. 2	1	0.54	8.9	746.1	3.87	11.7	17.4
TEST NO. 4	1	0.36	7.3	773.8	2.65	11.3	16.9
% IMPROVEMENT		33	18	-4	32	-3	-3
TEST NO. 3	12	1.53	20.0	562.7	2.64	14.8	20.3
TEST NO. 4	12	1.51	18.1	568.2	2.38	14.8	20.0
% IMPROVEMENT		1	9	-1	10	0	-1

TABLE 8 CONT'D

SUMMARY OF EXHAUST EMISSION AND FUEL ECONOMY RESULTS AT SUCCESSIVE STAGES OF MAINTENANCE

CHICAGO

ALL VEHICLES

TEST	NO. OF	---- FEDERAL TEST PROCEDURE --					HFET
NUMBER	VEHICLES	HC	CO	CO_2	NOxc	MPG	MPG
TEST NO. 1	36	1.50	22.9	623.7	3.56	13.4	18.6
TEST NO. 2	36	1.07	11.7	629.4	2.77	13.6	18.9
% IMPROVEMENT		29	49	-1	22	2	2
TEST NO. 1	25	1.84	36.5	580.3	2.61	13.8	19.1
TEST NO. 3	25	1.01	12.7	600.4	2.65	14.2	19.1
% IMPROVEMENT		45	65	-3	-2	3	0
TEST NO. 1	2	0.80	14.3	735.5	2.87	11.7	16.0
TEST NO. 4	2	0.94	6.4	718.1	2.84	12.1	16.3
% IMPROVEMENT		-17	55	2	1	4	2
TEST NO. 2	16	1.41	18.3	601.1	2.91	14.0	19.7
TEST NO. 3	16	1.03	9.2	606.4	2.81	14.2	19.9
% IMPROVEMENT		27	50	-1	3	2	1
TEST NO. 2	2	0.53	5.6	570.8	4.16	15.3	22.3
TEST NO. 4	2	0.49	5.0	579.4	2.79	15.1	22.5
% IMPROVEMENT		8	11	-2	33	-1	1
TEST NO. 3	20	1.25	14.8	566.7	2.94	14.9	20.4
TEST NO. 4	20	1.25	14.1	572.7	2.77	14.8	20.1
% IMPROVEMENT		0	4	-1	6	-1	-1

3.8 SUMMARY OF FEDERAL TEST PROCEDURE AND HIGHWAY FUEL ECONOMY TEST RESULTS UNDER SELECTIVE MALADJUSTMENT AND DISABLEMENT CONDITIONS

Data relating to FTP emission/fuel economy and HFET results under selective maladjustment and disablement conditions are summarized for vehicles of all three manufacturers in Table 9. The following key is provided to facilitate the interpretation of these data:

> NO. OF VEHICLES indicates the quantity of vehicles to which the particular comparison applies.
>
> BASE TEST represents the last test in the Restorative Maintenance Evaluation portion at which passing of the Federal Standards was indicated. The last test was normally Test No. 4 but may have also been Test No. 2 or Test No. 3.
>
> Under BASE TEST are comments describing the maladjustment and/or disablement.
>
> % CHANGE indicates the change from average BASE TEST results to the average maladjustment and/or disablement test results.

TABLE 9

SUMMARY OF PARAMETER MALADJUSTMENT OR DISABLEMENT ON ALL VEHICLES

CHICAGO

TEST	NO. OF	--- FEDERAL TEST PROCEDURE--				HFET
TYPE	VEHICLES	HC	CO	NOXC	MPG	MPG
BASE TEST	12	0.65	7.44	2.71	13.4	19.0
SELECTIVE MALADJUSTMENT		1.78	40.99	6.65	13.7	18.9
% CHANGE		-173	-451	-146	2	-1
BASE TEST	4	0.81	9.31	2.59	13.1	18.8
LEAN BEST IDLE		1.36	33.25	2.44	12.5	18.8
% CHANGE		-68	-257	6	-4	0
BASE TEST	17	0.74	6.85	2.69	14.1	19.9
E.G.R. DISABLED		0.83	7.63	5.32	14.5	20.0
% CHANGE		-12	-11	-98	3	0
BASE TEST	15	0.69	6.55	2.70	14.0	19.9
TIMING + 5		0.77	6.64	3.26	14.6	20.0
% CHANGE		-12	-1	-21	4	0
BASE TEST	5	0.77	9.57	2.58	14.1	20.4
CHOKE HEATER WIRE DISC.		0.97	20.21	2.24	14.2	20.9
% CHANGE		-25	-111	13	1	2
BASE TEST	5	0.57	7.10	2.85	12.7	18.0
FULL VAC TO DIST.		0.64	7.13	2.91	13.5	18.0
% CHANGE		-11	-1	-2	6	0
BASE TEST	5	0.81	4.34	2.77	15.9	22.1
AIR PUMP DEACTIVATED		1.91	27.83	2.37	16.2	22.5
% CHANGE		-136	-542	15	2	2
BASE TEST	9	0.62	5.24	2.65	14.8	20.8
+ 3 N RICH		0.73	10.13	2.57	14.8	20.5
% CHANGE		-18	-93	3	0	-2
BASE TEST	7	0.69	6.21	2.69	14.9	21.4
1$^{1}/_{2}$ TO 2 TURNS RICH		1.23	19.57	2.32	14.5	20.9
% CHANGE		-78	-215	14	-3	-2

4. ACKNOWLEDGEMENTS

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A special note of appreciation is extended to the members of the groups from Chrysler Corporation, Ford Motor Company and General Motors Corporation who traveled to the test site, extended their assistance, and devoted many long hours toward the completion of a successful joint program.

5. APPENDICES

APPENDIX A - LISTING OF VEHICLE AND TEST PARAMETERS

Legend

VEH - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

C - Number of cylinders

CID - Engine displacement in cubic inches

V - Number of carburetor venturis

T - Type of transmission (1: automatic; 3: 3-speed manual; 4: 4-speed manual)

FT - Fuel tank capacity in gallons

A - Vehicle equipped with air conditioning? (1: yes; 2: no)

L - Was 10% RLHP added to simulate air conditioner? (1: yes; 2: no)

LEAD - Lead content of owners fuel in grams per gallon

RVP - Reid Vapor Pressure of test fuel

IRPM - Idle RPM, measured, as received from owner

IRPMS - Idle RPM, specified

IGN - Ignition timing in degrees, measured, as received from owner (+ indicates before top dead center; - indicates after top dead center; 000 indicates top dead center)

IGNS - Ignition timing in degrees, manufacturer's specification (+ indicates before top dead center; - indicates after top dead center; 000 indicates top dead center)

IHC - Exhaust hydrocarbon concentration with vehicle at normal idle in parts per million hexane equivalent, measured as received from owner

ICO - Exhaust carbon monoxide concentration with vehicle at normal idle in mole percent, measured as received from owner

ICOS - Exhaust carbon monoxide concentration specified by the manufacturer

INRT - Dynamometer inertia weight setting

RLHP - Road Load Horsepower setting

EGR - Exhaust Gas Recirculation present? (1: yes; 2: no)

CV - Catalytic converter present? (1: yes; 2: no)

P - PCV system operational? (1: yes; 2: no)

CS - Canister storage evaporative emission control present? (1: yes; 2: no)

CC - Crankcase storage evaporative emission control system present? (1: yes; 2: no)

AP - Air pump present? (1: yes; 2: no)

TP - Obvious tampering with emission control systems? (1: yes; 2: no)

FNA - Fuel tank filler neck altered? (1: yes; 2: no)

APPENDIX A

LISTING OF VEHICLES AND TEST PARAMETERS

CHICAGO

```
VEH YEAR MAKE MODL C CID V T FT A L  LEAD RVP IRPM IRPMS IGN IGNS IHC  ICO  ICOS INRT RLHP EGR CV P CS CC AP TP FNA
---------------------------------------------------------------------------------------------------------------------
001 1976 DODG ASPE 6 225 1 1 18 1 1 0.017 9.0 0800 0750  +02 +02  150  1.25 0.30 4000 13.2  1  1  1 1  2  2  2   2
002 1976 DODG DART 6 225 1 1 16 2 1 0.032 9.0 0670 0750  +03 +02   60  0.00 0.30 3500 12.3  1  1  1 1  2  2  2   2
003 1976 DODG DART 6 225 1 3 16 2 1 0.018 9.0 0850 0750  +06 +06  420  2.50 0.30 3500 12.3  1  1  1 1  2  2  2   2
004 1976 DODG DART 6 225 1 1 16 2 1 0.018 9.0 0950 0750  -04 +02  150  2.30 0.30 3500 12.3  1  1  1 1  2  2  2   2

005 1976 DODG ASPE 6 225 1 1 18 1 1 0.023 9.0 0700 0750  +01 +02  450  8.00 0.30 4000 13.2  1  1  1 1  2  2  2   2
006 1976 DODG ASPE 8 318 2 1 18 1 1 0.010 9.0 0770 0750  000 +02  275  2.20 0.30 4000 13.2  1  1  1 1  2  2  2   2
007 1976 DODG ASPE 8 318 2 1 18 1 1 0.018 9.0 0720 0750  +01 +02  480  8.00 0.30 4000 13.2  1  1  1 1  2  2  2   2
008 1976 DODG CHAR 8 318 2 1 25 1 1 0.022 9.0 0850 0750  +02 +02  115  0.00 0.30 4500 14.0  1  1  1 1  2  2  2   2

009 1976 DODG CHAR 8 318 2 1 26 1 1 0.018 9.0 0800 0750  +01 +02  350  3.90 0.40 4500 14.0  1  1  1 1  2  2  2   2
010 1976 DODG CHAR 8 360 2 1 26 1 1 0.022 9.0 0900 0700  +06 +06  140  4.90 0.30 4500 14.0  1  1  1 1  2  2  2   2
011 1975 DODG CHAR 8 318 2 1 26 1 1 0.034 9.0 0900 0900  -02 -02   80  0.11 9.99 4500 14.0  1  2  1 1  2  1  2   2
012 1976 DODG CHAR 8 360 2 1 26 1 1 0.014 9.0 0800 0700  +06 +06   40  0.02 0.30 4500 14.0  1  1  1 1  2  2  2   2

013 1976 DODG MONA 8 360 2 1 27 1 1 0.013 9.0 0800 0700  +06 +06  135  2.50 0.30 5000 14.7  1  1  1 1  2  2  2   2
014 1976 PLYM VALI 6 225 1 3 16 2 1 0.016 9.0 0800 0750  +07 +06  400  8.40 0.30 3500 12.3  1  1  1 1  2  2  2   2
015 1976 PLYM VOLA 6 225 1 1 16 1 1 0.033 9.0 0710 0750  000 +02  350  8.80 0.30 4000 13.2  1  1  1 1  2  2  2   2
016 1976 PLYM VALI 6 225 1 1 16 1 1 0.018 9.0 0750 0750  +07 +02   40  0.01 0.30 3500 12.3  1  1  1 1  2  2  2   2

017 1976 PLYM VOLA 6 225 1 1 18 1 1 0.012 9.0 0700 0750  +02 +02  260  2.50 0.30 4000 13.2  1  1  1 1  2  2  2   2
018 1976 PLYM VOLA 6 225 1 1 16 1 1 0.030 9.0 0780 0750  +03 +02  200  3.50 0.30 4000 13.2  1  1  1 1  2  2  2   2
019 1976 PLYM VOLA 6 225 1 1 16 2 1 0.018 9.0 0750 0750  +02 +02  390  9.50 0.30 4000 13.2  1  1  1 1  2  2  2   2
020 1976 PLYM STAW 8 318 2 1 16 1 1 0.023 9.0 0700 0750  +02 +02   60  0.00 0.30 4000 13.2  1  1  1 1  2  2  2   2

021 1976 PLYM VOLA 8 318 2 1 18 1 1 0.023 9.0 0840 0750  +03 +02  210  0.90 0.30 4000 13.2  1  1  1 1  2  2  2   2
022 1976 PLYM VALI 6 225 1 1 16 1 1 0.021 9.0 0875 0700  +15 +12  165  1.50 0.30 3500 12.3  1  1  1 1  2  2  2   2
023 1976 PLYM FURY 8 318 2 1 26 1 1 0.082 9.0 0750 0750  +02 +02  400  6.50 0.30 4500 14.0  1  1  1 1  2  2  2   2
024 1976 PLYM FURY 8 318 2 1 25 1 1 0.021 9.0 0800 0750  +02 +02  600  5.60 0.30 4500 14.0  1  1  1 1  2  2  2   2

025 1976 PLYM STAW 8 360 2 1 20 1 1 0.016 9.0 0750 0700  +10 +06  260  6.90 0.30 5000 14.7  1  1  1 1  2  2  2   2
026 1975 PLYM FURY 8 318 2 1 26 1 1 0.023 9.0 0825 0750  +06 +02  400  8.00 0.30 4500 14.0  1  1  1 1  2  2  2   2
027 1976 PLYM VOLA 6 225 1 1 18 1 1 0.013 9.0 0950 0750  +02 +02  260  3.00 0.30 4000 13.2  1  1  1 1  2  2  2   2
028 1976 PLYM STAW 8 318 2 1 18 1 1 0.008 9.0 0750 0750  +02 +02  510  6.90 0.30 4000 13.2  1  1  1 1  2  2  2   2

029 1975 PLYM SCAM 6 225 1 1 16 1 1 0.018 9.0 0750 0750  000 000  220  6.20 0.30 3500 12.3  1  1  1 1  2  2  2   2
030 1976 CHRY CORD 8 400 2 1 26 1 1 0.014 9.0 0750 0700  +10 +10  875  1.50 0.30 4500 14.0  1  1  1 1  2  2  2   2
031 1976 CHRY CORD 8 360 2 1 26 1 1 0.025 9.0 0750 0700  +06 +06  245  7.40 0.30 4500 14.0  1  1  1 1  2  2  2   2
032 1976 CHRY NEWP 8 400 2 1 27 1 1 0.022 9.0 0800 0700  +10 +10   35  0.08 0.30 5000 14.7  1  1  1 1  2  2  2   2

033 1976 CHRY NEWP 8 400 2 1 27 1 1 0.013 9.0 0800 0700  +16 +10  180  4.90 0.30 5000 14.7  1  1  1 1  2  2  2   2
034 1976 FORD STAW 4 140 2 4 14 2 2 0.010 9.0 0810 0850  +06 +06   54  0.00 9.99 3000 10.3  1  1  1 1  2  1  2   2
035 1975 FORD PINT 6 171 2 1 13 1 1 0.015 8.8 0700 0700  +08 +08   60  0.10 9.99 3500 12.3  1  1  1 1  2  1  2   2
036 1976 FORD MUST 4 140 2 1 13 2 1 0.002 9.0 0700 0750  +20 +20   30  0.00 9.99 3000 11.3  1  1  1 1  2  1  2   2

037 1976 FORD MUST 4 140 2 1 13 1 1 0.006 9.0 0780 0750  +20 +20   50  0.10 9.99 3000 11.3  1  1  1 1  2  1  2   2
038 1976 FORD MUST 6 171 2 1 13 1 1 0.020 9.0 0700 0700  +12 +12   70  0.10 9.99 3500 12.3  1  1  1 2  2  1  2   2
039 1976 FORD GRAN 6 250 1 1 19 1 1 0.017 9.0 0625 0600  +12 +12   62  0.00 9.99 4000 13.2  1  1  1 1  2  1  2   2
040 1976 FORD GRAN 6 250 1 3 19 1 1 0.008 9.0 1150 0850  +12 +12   60  0.01 9.99 4000 13.2  1  1  1 1  2  1  2   2

041 1976 FORD GRAN 6 200 1 3 19 2 2 0.020 9.0 0780 0800  +12 +10   80  0.01 9.99 4000 12.0  1  1  1 1  2  1  2   2
042 1976 FORD GRAN 6 250 1 1 19 1 1 0.019 9.0 0600 0600  +12 +12   40  0.00 9.99 4000 13.2  1  1  1 1  2  1  2   2
043 1976 FORD GRAN 6 250 1 1 19 1 1 0.021 8.8 0650 0600  +12 +12   45  0.01 9.99 4000 13.2  1  1  1 1  2  1  2   2
044 1976 FORD GRAN 8 302 2 1 19 1 1 0.010 9.0 0525 0650  +06 +06   60  0.10 9.99 4000 13.2  1  1  1 1  2  1  2   2

045 1976 FORD GRAN 8 302 2 1 19 1 1 0.009 9.0 0600 0650  +06 +06  104  0.01 9.99 4000 13.2  1  1  1 1  2  1  2   2
046 1975 FORD GRAN 8 351 2 1 19 1 1 0.016 9.0 0600 0650  +04 +04  110  2.50 9.99 4000 13.2  1  1  1 1  2  1  2   2
047 1975 FORD ELIT 8 351 2 1 27 1 1 0.013 9.0 0600 0650  +04 +06   35  0.40 9.99 4500 14.0  1  1  1 1  2  1  2   2
048 1976 FORD ELIT 8 351 2 1 27 1 1 0.015 8.8 0700 0650  +10 +12   90  0.10 9.99 4500 14.0  1  1  1 1  2  1  2   2

049 1975 FORD TORI 8 351 2 1 17 1 1 0.020 9.0 0500 0650  000 +06   55  0.15 9.99 4500 14.0  1  1  1 1  2  1  2   2
050 1976 FORD ELIT 8 351 2 1 27 1 1 0.017 9.0 0750 0650  +15 +12   75  0.10 9.99 4500 14.0  1  1  1 1  2  1  2   2
051 1976 FORD STAW 8 351 2 1 21 1 1 0.022 9.0 0600 0650  +01 +04   60  0.10 9.99 5000 14.7  1  1  1 1  2  1  2   2
052 1976 FORD TORI 8 400 2 1 27 1 1 0.018 9.0 0600 0650  +15 +18  500  5.00 9.99 5000 14.7  1  1  1 1  2  1  2   2

053 1976 FORD LTD  8 351 2 1 24 1 1 0.045 8.8 0700 0650  +12 +12   55  0.02 9.99 5000 14.7  1  1  1 1  2  1  2   2
054 1976 FORD LTD  8 351 2 1 24 1 1 0.016 9.0 0600 0650  +04 +04   30  0.01 9.99 5000 14.7  1  1  1 1  2  1  2   2
055 1976 FORD LTD  8 400 2 1 24 1 1 0.007 9.0 0575 0650  +16 +16  440  9.80 9.99 5000 14.7  1  1  1 1  2  1  2   2
056 1976 FORD STAW 8 400 2 1 21 1 1 0.010 9.0 0550 0650  +08 +08   46  0.01 9.99 5000 14.7  1  1  1 1  2  1  2   2

057 1976 FORD STAW 8 400 2 1 21 1 1 0.009 8.8 0575 0650  +08 +08  190  1.10 9.99 5000 14.7  1  1  1 1  2  1  2   2
058 1976 MERC MONA 6 250 1 1 19 1 1 0.014 9.0 0615 0600  +11 +12   45  0.00 9.99 4000 13.2  1  1  1 1  2  1  2   2
059 1976 FORD GRAN 8 302 2 1 19 1 1 0.004 9.0 0600 0650  000 +06   60  0.10 9.99 4000 13.2  1  1  1 1  2  1  2   2
060 1976 MERC MONA 8 302 2 1 25 2 1 0.020 8.8 0500 0650  +06 +06   65  0.10 9.99 4000 13.2  1  1  1 1  2  1  2   2

061 1976 MERC COUG 8 351 2 1 27 1 1 0.013 9.0 0590 0650  +10 +12   47  0.30 9.99 4500 14.0  1  1  1 1  2  1  2   2
062 1976 MERC STAW 8 351 2 1 27 1 1 0.015 9.0 0590 0650  +04 +04  130  0.00 9.99 5000 14.7  1  1  1 1  2  1  2   2
063 1976 MERC MARQ 8 400 2 1 25 1 1 0.008 9.0 0700 0650  +18 +18  240  5.00 9.99 5000 14.7  1  1  1 1  2  1  2   2
064 1976 MERC MARQ 8 400 2 1 25 1 1 0.009 9.0 0750 0650  +12 +12   80  0.10 9.99 5000 14.7  1  1  1 1  2  1  2   2

065 1976 LINC MRK4 8 460 4 1 26 1 1 0.026 9.0 0750 0650  +08 +08  310  4.00 9.99 5500 15.3  1  1  1 1  2  1  2   2
066 1976 LINC CONT 8 460 4 1 24 1 1 0.011 9.0 0575 0650  +08 +08   30  0.01 9.99 5500 15.3  1  1  1 1  2  1  2   2
067 1976 BUIC SKYL 6 231 2 1 21 1 1 0.016 9.0 0650 0650  +16 +12   55  0.01 9.99 4000 13.2  1  1  1 1  2  2  2   2
068 1976 BUIC SKYL 8 260 2 1 21 1 1 0.017 9.0 0550 0650  +18 +18   30  0.01 9.99 4000 13.2  1  1  1 1  2  2  2   2

069 1976 BUIC LESA 8 350 4 1 26 1 1 0.014 9.0 0575 0600  +14 +12   30  0.01 9.99 5000 14.7  1  1  1 1  2  2  2   2
070 1976 BUIC LESA 8 350 4 1 26 1 1 0.015 9.0 0600 0600  +11 +12  140  1.75 9.99 5000 14.7  1  1  1 1  2  2  2   2
071 1976 BUIC STAW 8 455 4 1 22 1 1 0.013 9.0 0700 0600  +08 +12   28  0.01 9.99 5500 15.8  1  1  1 1  2  2  2   2
072 1976 CADI DEVI 8 500 4 1 28 1 1 0.011 9.0 0650 0600  +05 +06   25  0.01 9.99 5500 15.3  1  1  1 1  2  2  2   2

073 1976 CADI DEVI 8 500 4 1 28 1 1 0.015 9.0 0600 0600  +05 +06   40  0.01 9.99 5500 15.3  1  1  1 1  2  2  2   2
074 1976 CHEV CHET 4  85 1 4 13 2 2 0.021 9.0 1050 0800  +10 +10   48  0.01 9.99 2250  8.8  1  1  1 1  2  2  2   2
075 1976 CHEV STAW 8 400 4 1 22 1 1 0.010 9.0 0600 0600  +08 +08  170  1.85 9.99 5500 15.3  1  1  1 1  2  2  2   2
076 1976 CHEV MONZ 4 140 2 1 19 2 2 0.007 9.0 0750 0750  +12 +12   30  0.01 9.99 3000 10.3  1  1  1 1  2  2  2   2

077 1976 CHEV CAMA 6 250 1 1 21 2 2 0.030 9.0 0600 0550  +12 +12   40  0.01 9.99 4000 12.0  1  1  1 1  2  2  2   2
078 1976 CHEV NOVA 8 305 2 1 21 1 1 0.031 9.0 0600 0600  +08 +08   34  0.01 9.99 4000 13.2  1  1  1 1  2  2  2   2
079 1976 CHEV CAMA 8 305 2 1 21 1 1 0.007 9.0 0600 0600  +08 +08   32  0.01 9.99 4000 13.2  1  1  1 1  2  2  2   2
080 1976 CHEV CAMA 8 350 4 1 21 1 1 0.016 8.8 0700 0600  +08 +08  310  7.00 9.99 4000 13.2  1  1  1 1  2  2  2   2
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APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

CHICAGO

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	A	L	LEAD	RVP	IRPM	IRPMS	IGN	IGNS	IHC	ICO	ICOS	INRT	RLHP	EGR	CV	P	CS	CC	AP	TP	FNA
081	1976	CHEV	MONT	8	305	2	1	22	1	1	0.008	8.8	0650	0600	+08	+08	27	0.01		4500	14.0	1	1	1	1	2	2	2	2
082	1976	CHEV	MONT	8	305	2	1	22	1	1	0.028	8.8	0650	0600	+08	+08	35	0.01		4500	14.0	1	1	1	1	2	2	2	2
083	1976	CHEV	MALI	8	350	2	1	26	1	1	0.026	9.0	0800	0600	+06	+06	33	0.01		4500	14.0	1	1	1	1	2	2	2	2
084	1976	CHEV	MONT	8	350	2	1	22	1	1	0.026	9.0	0700	0600	+07	+06	30	0.01		4500	14.0	1	1	1	1	2	2	2	2
085	1976	CHEV	CAPR	8	400	4	1	26	1	1	0.024	9.0	0675	0600	+06	+08	35	0.01		5000	14.7	1	1	1	1	2	2	2	2
086	1976	CHEV	CAPR	8	350	2	1	26	1	1	0.008	8.8	0725	0600	+06	+06	28	0.01		5000	14.7	1	1	1	1	2	2	2	2
087	1976	CHEV	CAPR	8	350	2	1	26	1	1	0.010	8.8	0600	0600	+07	+06	315	5.80		5000	14.7	1	1	1	1	2	2	2	2
088	1976	CHEV	IMPA	8	350	4	1	26	1	1	0.021	8.8	0650	0600	+09	+08	35	0.01		5000	14.7	1	1	1	1	2	2	2	2
089	1976	CHEV	STAW	8	400	4	1	22	1	1	0.012	9.0	0600	0600	+08	+08	37	0.01		5500	15.3	1	1	1	1	2	2	2	2
090	1976	OLDS	CUTL	8	260	2	1	22	1	1	0.009	9.0	0650	0650	+18	+18	33	0.01		4500	14.0	1	1	1	1	2	2	2	2
091	1976	OLDS	CUTL	8	350	4	1	22	1	1	0.007	9.0	0475	0650	+24	+22	1110	3.10		4500	14.0	1	1	1	1	2	2	2	2
092	1976	OLDS	CUTL	8	350	4	1	22	1	1	0.022	9.0	0700	0650	+20	+20	280	2.40		4500	14.0	1	1	1	1	2	2	2	2
093	1976	OLDS	DELT	8	350	4	1	26	1	1	0.014	9.0	0550	0650	+20	+20	345	6.90		5000	14.7	1	1	1	1	2	2	2	2
094	1976	OLDS	NNTY	8	455	4	1	26	1	1	0.013	9.0	0650	0650	+16	+18	35	0.01		5000	14.7	1	1	1	1	2	2	2	2
095	1976	OLDS	STAW	8	455	4	1	22	1	1	0.014	9.0	0650	0650	+16	+16	27	0.01		5500	15.3	1	1	1	1	2	2	2	2
096	1976	PONT	ASTR	4	140	2	1	16	1	1	0.013	8.8	0750	0750	+12	+12	40	0.01		3000	11.3	1	1	1	1	2	2	2	2
097	1976	PONT	LEMA	8	260	2	1	22	1	1	0.014	8.8	0600	0650	+16	+18	30	0.01		4500	14.0	1	1	1	1	2	2	2	2
098	1976	PONT	GRNP	8	350	2	1	25	1	1	0.007	9.0	0625	0650	+16	+16	47	0.02		4500	14.0	1	1	1	1	2	2	2	2
099	1976	PONT	GRNP	8	350	2	1	25	1	1	0.016	9.0	0650	0650	+16	+16	27	0.02		4500	14.0	1	1	1	1	2	2	2	2
100	1976	PONT	BONN	8	400	2	1	26	1	1	0.009	9.0	0550	0550	+16	+16	290	3.20		5000	14.7	1	1	1	1	2	2	2	2

APPENDIX B - LISTING OF TEST VEHICLE USE AND MAINTENANCE DATA

Legend

VEH - Vehicle number

YR - Model year

MAKE - Vehicle make

MODL - Vehicle model

VIN - Vehicle identification number

ODOM - True mileage

CI - Has vehicle been through Chicago city inspection? (1: yes; 2: no)

N - Purchased new or used (1: new; 2: used)

Y - Yearly vehicle miles traveled (1: 0-5,000; 2: 5,001-10,000; 3: 10,001-15,000; 4: 15,001-20,000; 5: 20,001-30,000; 6: over 30,000)

MD - Altered engine and/or exhaust components (1: yes; 2: no; 3: don't know)

C - Major city street driving (1: all; 2: most; 3: some; 4: little/none)

S - Rural road driving (1: all; 2: most; 3: some; 4: little/none)

E - Rural expressway driving (1: all; 2: most; 3: some; 4: little/none)

W - Driving to and from work (1: all; 2: most; 3: some; 4: little/none)

G - Shopping (1: all; 2: most; 3: some; 4: little/none)

B - Business not to and from work (1: all; 2: most; 3: some; 4: little/none)

V - Social, vacation, etc. (1: all; 2: most; 3: some; 4: little/none)

TD - Number of trips made on a typical day (one trip is defined as starting the engine, traveling some distance and stopping the engine)

WT - On a weekly basis, how often is full-throttle acceleration used? (1: seldom; 2: once or twice; 3: three-six times; 4: everyday)

U - Vehicle operated 50% of the time on unpaved roads, in competitive events, or in hauling or transporting loads heavier than for which it was designed. (1: yes; 2: no; 3: don't know)

H - Hard starting (1: yes; 2: no)

ST - Stalling (1: yes; 2: no)

R - Rough idle (1: yes; 2: no)

M - Engine misfiring (1: yes; 2: no)

A - Poor acceleration (1: yes; 2: no)

SB - Engine performance problem - stumbling (1: yes; 2: no)

DS - Engine performance problem - dieseling (1: yes; 2:no)

D - Has vehicle ever had major damage to: a) engine; b) cooling system; c) fuel tank; d) exhaust system; e) no damage. (1: yes; 2: no; 3: don't know)

LO - Date of last oil change (1: too new not due; 2: due but not yet done; 3: 0-6 mos; 4: 6-12 mos; 5: over 1 yr; 6: don't know)

LT - Last tune up (1: too new not due; 2: per mfrs. recommendation; 3: 0-6 mos; 4: 6-12 mos; 5: over 1 yr; 6: don't know)

MAR - Vehicle maintained to manufacturer's recommended specifications (1: yes; 2: no; 3: not sure; 4: don't know)

NW - Number of warranty repairs (1: no warranty; 2: never required; 3: once; 4: twice; 5: 3 or more; 6: don't know)

PP - Was vehicle returned for performance problems (1: no warranty; 2: never returned; 3: yes; 4: no)

UL - Unleaded fuel required (1: yes; 2: no)

L - Number of times leaded fuel was used (1: not required; 2: never; 3: seldom; 4: occasionally; 5: frequently; 6: don't know)

H2 - Have you or others noticed a hydrogen sulfide (rotten eggs) odor in this vehicle's exhaust? (1: never; 2: rarely; 3: occasionally; 4: regularly; 5: don't know)

APPENDIX B

LISTING OF TEST VEHICLE USE AND MAINTENANCE DATA

CHICAGO

VEH	YR	MAKE	MODL	VIN	ODOM	CI	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
001	76	DODG	ASPE	NH41C6F[illegible]59426	4431	2	1	3	2	2	3	4	4	3	2	3	10	1	2	1	2	2	2	1	2	2	22221	3	1	1	5	3	1	2	1
002	76	DODG	DART	LL2[illegible]G112383	9101	1	1	3	2	2	3	4	3	3	3	3	8	4	2	2	2	1	2	2	2	2	22221	4	1	1	5	3	1	2	3
003	76	DODG	DART	LL23C6F115854	8205	2	1	3	2	3	4	4	4	3	4	3	4	3	2	2	2	1	2	2	2	1	22221	3	1	1	4	3	1	2	1
004	76	DODG	DART	LL41C6F104001	1685	2	1	3	2	2	4	4	4	2	4	4	4	1	2	2	1	2	2	2	1	2	22221	1	1	1	4	4	1	2	4
005	76	DODG	ASPE	NH41C6F186621	1543	2	1	1	2	2	4	4	2	3	4	3	4	3	2	2	2	2	2	1	2	1	22221	1	1	1	5	3	1	2	4
006	76	DODG	ASPE	NP41G6B148078	7857	2	1	4	2	2	4	4	2	3	4	4	4	1	2	2	1	1	2	2	2	2	22221	3	1	1	5	3	1	2	3
007	76	DODG	ASPE	NH41G6F215967	4715	2	1	2	2	3	4	4	4	3	4	3	4	1	2	1	1	1	2	2	2	2	22221	3	1	1	5	3	1	2	4
008	76	DODG	CHAR	WH23G6G126189	4821	2	1	3	2	4	4	3	4	2	4	3	2	1	2	2	1	2	2	2	2	2	22221	1	1	1	2	2	1	2	1
009	76	DODG	CHAR	WL23G6G226397	3164	2	1	4	2	3	4	4	4	3	4	1	2	1	2	2	2	2	2	2	2	2	22221	3	1	1	3	2	1	2	1
010	76	DODG	CHAR	XS22K6R114271	9559	2	1	3	2	4	4	4	4	1	4	2	2	1	2	1	2	2	2	2	2	2	22221	3	1	1	5	2	1	2	3
011	75	DODG	CHAR	XS22G5R118621	4854	2	1	3	2	2	3	3	4	1	4	2	2	1	2	2	2	2	2	2	1	2	22221	3	1	1	5	3	2	1	1
012	76	DODG	CHAR	WH23K6A162911	14207	2	1	4	2	3	3	3	4	2	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	1	1	5	3	1	2	1
013	76	DODG	MONA	DH41K6D172853	8107	2	1	4	2	4	3	3	4	3	4	2	7	2	2	2	2	2	2	2	2	1	22221	3	1	1	3	4	1	2	1
014	76	PLYM	VALI	VL41C6G195948	4904	2	1	2	2	2	4	3	1	4	4	4	4	1	2	1	2	2	2	2	2	2	22221	1	1	1	4	3	1	2	4
015	76	PLYM	VOLA	HP29C6B118501	14336	2	1	4	2	2	4	4	3	3	4	3	3	1	2	2	2	2	1	1	1	2	22221	3	1	1	5	4	1	2	2
016	76	PLYM	VALI	UL41C6F132573	4682	1	1	2	2	2	4	4	4	2	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	1
017	76	PLYM	VOLA	HH41C6F224266	1357	2	1	2	2	4	4	4	4	2	4	4	1	1	2	1	2	2	2	2	2	2	22221	3	1	1	3	4	1	2	1
018	76	PLYM	VOLA	HL45C6B172657	5870	2	1	3	2	3	4	4	2	3	3	3	3	2	2	2	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	1
019	76	PLYM	VOLA	HL29C6B206206	1209	2	1	1	2	3	4	4	2	3	4	3	4	1	2	2	1	2	2	2	2	2	22221	1	1	1	2	2	1	2	1
020	76	PLYM	STAW	HL45G6B200345	4859	1	1	2	2	2	4	4	4	2	4	3	4	1	2	2	1	2	2	2	2	2	22221	3	1	1	5	3	1	2	3
021	76	PLYM	VOLA	HH29G6B127927	1089	2	1	2	2	2	4	4	3	2	3	3	2	1	2	2	2	2	2	2	2	2	22221	1	1	1	5	3	1	2	1
022	76	PLYM	VALI	UL41C6G210063	4646	1	1	4	2	3	4	4	3	4	2	4	2	3	2	2	2	2	2	2	2	2	22221	1	1	1	4	3	1	2	1
023	76	PLYM	FURY	HH41G6A190788	6426	2	1	3	2	3	4	4	1	3	4	3	6	1	2	2	2	2	2	2	1	2	22221	1	1	1	5	3	1	2	1
024	76	PLYM	FURY	RH23G6A103707	4823	2	1	3	2	3	4	4	2	3	4	3	2	1	2	1	2	1	2	2	2	2	22221	3	1	1	5	3	1	2	3
025	76	PLYM	STAW	RL45K6A200871	8189	2	1	5	2	2	4	4	3	3	3	4	20	2	2	1	2	2	2	2	2	2	22221	3	1	1	4	3	1	2	1
026	75	PLYM	FURY	RH41G5A233231	5278	2	1	3	2	4	4	4	4	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	3	1	2	1
027	76	PLYM	VOLA	HL41C6F155456	9383	2	1	3	2	3	4	4	4	3	4	3	2	1	2	1	1	2	2	2	2	1	22221	3	1	1	3	3	1	2	3
028	76	PLYM	STAW	HH45G6B223571	8597	2	1	4	2	1	4	4	1	3	4	3	4	1	2	2	2	2	2	1	2	2	22221	3	1	1	3	2	1	2	1
029	75	PLYM	SCAM	VH23C5B155012	4922	2	1	3	2	4	3	4	4	3	4	3	2	1	1	1	1	2	2	2	1	1	22221	3	1	1	4	3	1	2	4
030	76	CHRY	CORD	SS22M6R188764	12478	1	1	3	2	3	4	3	3	4	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	1	1	3	2	1	2	4
031	76	CHRY	CORD	SS22K6R184025	9400	2	1	3	2	4	3	4	3	3	4	2	4	1	2	2	2	2	2	2	1	2	22221	3	1	1	5	2	1	2	1
032	76	CHRY	NEWP	CM43M6C111844	5018	1	1	2	2	3	4	4	2	4	4	3	2	1	2	1	1	1	2	1	2	2	22221	1	1	1	5	3	1	2	1
033	76	CHRY	NEWP	CL41M6D146561	4487	1	1	2	2	3	4	4	4	1	4	4	2	1	2	1	2	2	2	2	2	2	22221	3	1	1	5	3	1	2	4
034	76	FORD	STAW	6X12Y174983	5273	2	1	3	2	2	4	4	4	2	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	1	1	5	2	1	2	1
035	75	FORD	PINT	5T11Z182224	4933	1	1	3	2	2	4	4	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	1	1	1	5	2	1	2	1
036	76	FORD	MUST	6F02Y164692	11508	2	1	4	2	2	4	4	3	3	4	2	6	1	2	2	2	2	2	2	2	2	22221	3	1	1	4	2	1	2	1
037	76	FORD	MUST	6F02Y183597	7964	2	1	3	2	3	3	2	2	4	4	3	4	2	2	2	2	2	2	2	1	2	22221	3	1	3	4	4	1	2	1
038	76	FORD	MUST	6F0[illegible]33853	1956	2	1	2	2	2	4	4	1	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	1	1	1	3	4	1	2	1
039	76	FORD	GRAN	6W81L[illegible]6039	2361	2	1	2	2	2	4	3	4	3	4	3	1	2	2	1	2	2	2	2	2	2	22221	1	1	1	3	4	1	2	1
040	76	FORD	GRAN	6W81L[illegible]4256	7817	2	1	3	2	2	4	3	2	3	4	4	3	1	2	2	2	2	2	2	2	2	22221	3	1	1	2	2	1	2	2
041	76	FORD	GRAN	6W81T200745	4230	2	1	2	2	2	4	4	2	3	4	4	2	3	2	2	2	2	2	2	2	2	22221	6	1	1	5	4	1	2	1
042	76	FORD	GRAN	6W81L261501	2933	2	1	3	2	3	4	4	4	3	4	2	4	1	2	2	2	2	2	2	2	1	22221	1	1	1	5	4	1	2	4
043	76	FORD	GRAN	6W84L135055	3138	2	1	1	2	3	4	3	1	3	4	4	2	1	2	2	1	2	2	2	2	2	22221	3	1	1	4	4	1	2	1
044	76	FORD	GRAN	6W84F232061	7598	2	1	5	2	3	4	4	2	4	4	3	6	1	2	2	1	2	2	2	2	2	22221	3	1	1	4	3	1	2	1
045	76	FORD	GRAN	6W81F261503	6799	2	1	5	2	2	4	4	4	4	2	3	15	4	2	2	2	2	2	2	2	2	22221	3	1	1	3	2	1	2	1
046	75	FORD	GRAN	5W84H254981	4442	2	1	3	2	3	4	4	2	3	4	3	2	1	2	2	1	2	2	2	2	2	22221	3	1	1	2	3	1	2	1
047	75	FORD	ELIT	5G21H223897	14525	2	1	3	2	2	4	4	2	3	4	3	4	3	2	2	2	2	2	1	2	2	22221	3	3	1	3	3	1	2	3
048	76	FORD	ELIT	6G21H153041	2665	2	1	2	2	1	4	4	4	2	4	4	6	1	2	2	2	2	2	2	2	2	22221	1	1	1	3	2	1	2	1
049	75	FORD	TORI	5G30H110507	8262	2	1	2	2	2	4	4	4	2	3	4	1	2	2	2	2	2	2	2	2	2	22221	3	4	1	4	3	1	2	3
050	76	FORD	ELIT	6G21H167599	5538	1	1	3	2	1	4	4	4	3	4	3	15	1	2	2	1	2	2	2	2	1	22221	3	1	1	2	3	1	2	1
051	76	FORD	STAW	6H40H211815	1445	2	1	3	2	2	4	4	1	3	4	3	4	2	2	2	2	2	2	1	2	1	22221	1	1	1	2	3	1	2	1
052	76	FORD	TORI	6G32S142251	8223	2	1	2	2	2	3	3	2	4	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	1	1	5	3	1	2	2
053	76	FORD	LTD	6B62H111047	6786	2	1	2	2	4	4	4	1	3	4	3	2	1	2	1	2	1	2	2	1	1	22221	1	1	1	2	2	1	2	1
054	76	FORD	LTD	6P63H153761	7890	2	1	2	2	3	4	3	3	3	4	3	15	1	2	2	2	2	2	1	2	2	22221	3	1	1	4	4	1	2	2
055	76	FORD	LTD	6B65S104351	9027	2	1	2	2	3	3	3	4	4	1	3	2	1	2	2	2	2	2	1	2	1	22221	3	1	1	3	3	1	2	1
056	76	FORD	STAW	6B76S178992	4085	2	1	2	2	2	4	4	3	2	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	3	1	2	1
057	76	FORD	STAW	6P74S153323	4104	2	1	4	2	4	4	4	1	3	4	3	4	1	2	2	2	2	2	1	2	2	22221	3	1	1	2	2	1	2	4
058	76	MERC	MONA	6W38L533991	2885	2	1	1	2	2	4	3	4	3	4	3	2	1	2	2	1	2	2	1	2	2	22221	3	1	1	2	2	1	2	2
059	76	FORD	GRAN	6W83F212544	3746	2	1	3	2	3	4	4	4	3	4	3	3	1	2	1	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	4
060	76	MERC	MONA	6W34F555716	3249	1	1	3	2	4	4	3	4	3	4	2	8	1	2	2	2	2	2	2	1	2	22221	3	1	1	4	4	1	2	1
061	76	MERC	COUG	6A93H533826	6299	2	1	4	2	2	4	4	2	3	4	3	5	3	2	2	2	2	2	2	2	1	22221	3	1	1	3	3	1	2	1
062	76	MERC	STAW	6H08H524116	7991	2	1	4	2	2	4	4	2	4	4	3	1	3	2	2	2	1	2	1	1	1	22221	3	3	1	5	3	1	2	3
063	76	MERC	MARQ	6Z63S523318	9191	2	1	2	2	4	4	3	2	4	4	3	3	1	2	1	2	2	2	2	2	1	22221	3	1	1	4	4	1	2	4
064	76	MERC	MARQ	6Z64S562183	3857	2	1	3	2	2	4	4	2	4	3	3	10	1	2	2	2	2	2	2	2	1	22221	1	1	1	4	4	1	2	1
065	76	LINC	MRK4	6Y69A846613	4942	2	1	3	2	4	3	3	2	4	3	4	3	1	2	1	1	1	2	1	1	2	22221	3	3	1	5	3	1	2	1
066	76	LINC	CONT	6Y82A923138	696	2	1	4	2	3	4	3	3	3	4	4	10	1	2	2	2	2	2	2	2	2	22221	1	1	1	2	2	1	2	1
067	76	BUIC	SKYL	4B27C6K119234	5899	2	1	2	2	2	4	4	3	2	4	4	3	1	2	2	2	1	2	2	2	2	22221	3	1	1	5	2	1	2	2
068	76	BUIC	SKYL	4B27F6K144690	2922	2	1	2	2	4	4	4	3	2	4	3	4	4	2	1	1	2	2	2	2	2	22221	1	1	1	5	3	1	2	1
069	76	BUIC	LESA	4P57J6X114021	14293	1	1	5	2	3	4	4	4	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	1	1	5	2	1	2	1
070	76	BUIC	LESA	4P57J6X127490	9716	2	1	3	2	4	4	3	4	4	4	4	5	2	2	2	2	2	2	2	2	2	22221	1	1	2	3	3	1	2	1
071	76	BUIC	STAW	4R45Y6X156386	12030	2	1	5	2	3	4	4	4	2	1	3	5	4	2	2	2	2	2	2	2	2	22221	3	2	1	5	3	1	2	1
072	76	CADI	DEVI	6D47S6Q317053	3555	1	1	3	2	2	4	4	4	2	4	3	4	2	2	2	2	2	2	2	1	2	22221	3	1	1	5	3	1	2	3
073	76	CADI	DEVI	6D47S6Q187921	4849	2	1	2	2	4	4	4	3	3	4	3	3	3	2	2	2	2	2	2	2	2	22221	3	1	1	3	2	1	2	1
074	76	CHEV	CHET	1B08I6Y272599	3035	2	1	3	2	2	4	4	2	2	4	4	4	1	2	2	2	2	2	2	2	2	22221	3	1	1	4	4	1	2	4
075	76	CHEV	STAW	1N35U6J163697	10932	2	1	3	2	2	4	4	3	3	2	3	20	1	2	1	2	2	2	1	2	2	22221	3	1	1	3	3	1	2	4
076	76	CHEV	MONZ	1R07B6C114708	11009	2	1	3	2	4	3	3	3	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	1	1	2	2	1	2	1
077	76	CHEV	CAMA	1Q87D6N605875	4767	2	1	2	2	4	4	4	1	4	4	4	2	1	2	1	2	2	2	2	2	2	21222	1	1	1	4	4	1	2	3
078	76	CHEV	NOVA	1Y69Q6W216609	2653	2	1	3	2	3	3	4	2	3	4	3	4	3	2	2	2	2	2	2	2	2	22221	3	1	1	2	2	1	2	1
079	76	CHEV	CAMA	1S87Q6L515391	3088	2	1	3	2	3	4	3	4	2	4	3	8	3	2	2	2	2	2	1	1	2	22221	3	1	1	2	2	1	2	1
080	76	CHEV	CAMA	1S87L6N594907	8422	2	1	4	2	4	3	1	1	3	4	4	4	4	2	2	2	2	2	2	2	2	22221	3	1	1	3	2	1	2	4

APPENDIX B CONT'D

LISTING OF TEST VEHICLE USE AND MAINTENANCE DATA

CHICAGO

VEH	YR	MAKE	MODL	VIN	ODOM	CI	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
081	76	CHEV	MONT	1H57Q6K455802	4858	2	1	4	2	4	4	4	3	3	3	3	4	4	2	2	2	2	2	2	2	2	22221	6	6	4	6	4	1	2	1
082	76	CHEV	MONT	1H57Q6K416277	6545	2	1	2	2	3	4	4	3	3	4	3	4	1	2	2	1	1	2	1	1	1	22221	3	1	1	4	3	1	2	5
083	76	CHEV	MALI	1D37V6B496913	12205	2	1	4	2	4	4	1	3	3	3	3	2	1	2	2	1	2	2	1	2	1	22221	3	1	1	2	2	1	2	1
084	76	CHEV	MONT	1H57V6K438153	3706	2	1	3	2	4	4	4	2	3	4	4	6	1	2	2	2	1	2	2	2	1	22221	1	1	1	3	2	1	2	2
085	76	CHEV	CAPR	1N69U6J139182	12881	2	1	3	2	3	4	4	3	3	4	3	3	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	2	1	2	1
086	76	CHEV	CAPR	1N39V6J139626	12570	2	1	3	2	3	4	4	2	4	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	1
087	76	CHEV	CAPR	1N47V6J118689	12198	2	1	3	2	2	3	3	3	3	4	3	4	3	2	2	2	2	2	1	2	2	22221	3	2	1	5	3	1	2	4
088	76	CHEV	IMPA	1L69L6J334104	3262	2	1	3	2	3	3	3	4	2	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	3	3	4	4	1	2	1
089	76	CHEV	STAW	1L35U6J150622	12201	2	1	3	2	4	4	4	4	2	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	5	1	3	2	1	2	1
090	76	OLDS	CUTL	3K29F6M414362	3912	1	1	3	2	3	3	3	3	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	1	1	1	5	2	1	2	1
091	76	OLDS	CUTL	3J57R6M172290	10990	2	1	3	2	2	4	4	3	2	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	1	1	5	3	1	2	5
092	76	OLDS	CUTL	3M57R6M225367	4936	2	1	2	2	3	3	3	2	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	1	1	5	3	1	2	1
093	76	OLDS	DELT	3L39R6X193661	3106	1	1	2	2	4	4	4	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	2	1	1	5	2	1	2	1
094	76	OLDS	NNTY	3X37T6M238024	11687	2	1	3	2	3	4	4	3	2	4	3	4	3	2	2	2	1	1	1	1	2	22221	1	3	1	4	3	1	2	1
095	76	OLDS	STAW	3R45T6X185685	2951	2	1	3	2	3	3	3	4	2	4	3	4	2	2	1	2	2	2	1	2	2	22221	3	1	1	5	3	1	2	4
096	76	PONT	ASTR	2C77B6U516801	9377	2	1	3	2	2	4	4	4	1	4	4	6	4	2	2	1	2	2	2	2	2	22221	3	1	1	2	2	1	2	4
097	76	PONT	LEMA	2F37F6A162783	11471	2	1	5	2	3	4	4	3	3	4	3	4	2	2	2	2	2	2	1	2	2	22221	3	1	1	4	4	1	2	1
098	76	PONT	GRNP	2J57M6P227601	3695	2	1	2	2	3	4	4	4	2	4	3	2	1	2	2	2	1	2	2	2	2	22221	3	1	1	4	4	1	2	1
099	76	PONT	GRNP	2J57M6P244979	10463	2	1	5	2	4	4	2	3	4	4	2	4	1	2	1	2	2	2	1	2	2	22221	3	1	1	3	2	1	2	3
100	76	PONT	BONN	2P49N6P278427	9269	2	1	4	2	3	3	3	4	3	3	3	4	2	2	2	2	2	2	2	2	2	22221	3	1	1	2	2	1	2	1

APPENDIX C - LISTING OF DISABLEMENT/MALADJUSTMENT OCCURANCES

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

IND SYS - Induction system

CRB SYS - Carburetor and fuel system

IGN SYS - Ignition system

EGR SYS - E.G.R. system

AIR PMP - Air pump system

PCV SYS - P.C.V. system

EXH SYS - Exhaust system

EVP CTL - Evaporative control system

OTHER - Other emission related components

D/M - Did component pass or fail disablement and maladjustment inspection? (P: pass; F: fail; -: not applicable)

ACT - Action taken (ADJ: adjust or reconnect, no parts damaged, altered, or missing; RPR: repair, item present but damaged or altered slightly; RPL: replace, item missing or severely damaged - replacement necessary)

APPENDIX C

LISTING OF DISABLEMENT / MALADJUSTMENT OCCURANCES

CHICAGO

CHRYSLER

VEH MAKE MODL	IND SYS		CRB SYS		IGN SYS		EGR SYS		AIR PMP		PCV SYS		EXH SYS		EVP CTL		OTHER	
	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT
001 DODG ASPE	P		F		P		P		-		P		P		P		-	
002 DODG DART	P		F		P		P		-		P		P		P		-	
003 DODG DART	P		F		P		P		-		P		P		P		-	
004 DODG DART	P		F		F	ADJ	P		-		P		P		P		-	
005 DODG ASPE	P		F		P		F	RPR	-		P		P		P		-	
006 DODG ASPE	P		F		P		P		-		P		P		P		-	
007 DODG ASPE	P		F		P		F	RPR	-		P		P		P		-	
008 DODG CHAR	P		P		P		P		-		P		P		P		-	
009 DODG CHAR	P		F	ADJ	P		P		-		F	ADJ	P		P		-	
010 DODG CHAR	P		F		P		F	RPR	-		P		P		P		-	
011 DODG CHAR	F	RPL	P		P		P		P		P		P		P		-	
012 DODG CHAR	P		F		P		P		-		P		P		P		-	
013 DODG MONA	P		F		F		P		-		P		P		P		-	
014 PLYM VALI	P		F		F	RPR	P		-		P		P		P		-	
015 PLYM VOLA	P		F		P		P		-		P		P		P		-	
016 PLYM VALI	P		F		F	ADJ	P		-		P		P		P		-	
017 PLYM VOLA	P		P		P		F	ADJ	-		P		P		P		-	
018 PLYM VOLA	P		F		P		P		-		P		P		P		-	
019 PLYM VOLA	P		P		P		P		-		P		P		P		-	
020 PLYM STAW	P		F		P		P		-		P		P		P		-	
021 PLYM VOLA	P		P		P		P		-		P		P		P		-	
022 PLYM VALI	P		F		F	ADJ	P		-		P		P		P		-	
023 PLYM FURY	P		F		P		P		-		P		P		P		-	
024 PLYM FURY	P		F		P		F	RPR	-		P		P		P		-	
025 PLYM STAW	P		F		P		P		-		P		P		P		-	
026 PLYM FURY	P		F		F	ADJ	F	RPR	-		P		P		P		-	
027 PLYM VOLA	P		P		P		P		-		P		P		P		-	
028 PLYM STAW	P		F		P		P		-		P		P		P		-	
029 PLYM SCAM	P		F	ADJ	P		P		-		P		P		P		-	
030 CHRY CORD	P		F		P		F	RPR	-		P		P		P		-	
031 CHRY CORD	F	ADJ	F		P		P		-		P		P		P		-	
032 CHRY NEWP	P		F		P		P		-		P		P		P		-	
033 CHRY NEWP	P		F	ADJ	F	ADJ	P		-		P		P		P		-	

APPENDIX C CONT'D

LISTING OF DISABLEMENT / MALADJUSTMENT OCCURANCES

CHICAGO

FORD

			IND	SYS	CRB	SYS	IGN	SYS	EGR	SYS	AIR	PMP	PCV	SYS	EXH	SYS	EVP	CTL	OTHER	
VEH	MAKE	MODL	D/M	ACT	D/M	ACT	D/M	ACT	D/M	AKT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT
034	FORD	STAW	P		P		F	ADJ	P		P		P		P		P		-	
035	FORD	PINT	F	ADJ	F		F	RPL	P		P		P		P		F		P	
036	FORD	MUST	P		P		P		P		P		P		P		P		-	
037	FORD	MUST	P		P		P		P		P		P		P		P		-	
038	FORD	MUST	P		P		P		P		P		P		P		P		-	
039	FORD	GRAN	P		P		P		P		P		P		P		P		-	
040	FORD	GRAN	P		P		P		P		P		P		P		P		-	
041	FORD	GRAN	P		P		P		P		P		P		P		P		-	
042	FORD	GRAN	P		P		P		F	ADJ	P		P		P		P		-	
043	FORD	GRAN	P		P		P		P		P		P		P		P		-	
044	FORD	GRAN	F	ADJ	P		P		P		P		P		P		P		P	
045	FORD	GRAN	P		P		P		P		P		P		P		P		-	
046	FORD	GRAN	P		F		P		P		P		P		P		P		-	
047	FORD	ELIT	P		P		P		P		P		P		P		P		-	
048	FORD	ELIT	P		P		P		P		P		P		P		P		-	
049	FORD	TORI	P		F		P		F	ADJ	P		P		P		P		-	
050	FORD	ELIT	P		P		F	ADJ	P		P		P		P		P		-	
051	FORD	STAW	P		P		F	ADJ	P		P		P		P		P		-	
052	FORD	TORI	P		F	ADJ	F	ADJ	P		P		P		P		P		-	
053	FORD	LTD	P		P		P		P		P		P		P		P		-	
054	FORD	LTD	P		P		P		P		P		P		P		P		-	
055	FORD	LTD	P		F		P		P		P		P		P		P		-	
056	FORD	STAW	F	RPR	F		P		P		P		P		P		P		-	
057	FORD	STAW	P		F		P		P		P		P		P		P		-	
058	MERC	MONA	P		P		P		P		P		P		P		P		-	
059	FORD	GRAN	P		F	ADJ	F	ADJ	P		P		P		P		P		-	
060	MERC	MONA	P		P		P		P		P		P		P		P		-	
061	MERC	COUG	P		F		P		P		P		P		P		P		-	
062	MERC	STAW	P		P		P		P		P		P		P		P		-	
063	MERC	MARQ	P		F		P		P		P		P		P		P		-	
064	MERC	MARQ	P		P		P		P		P		P		P		P		-	
065	LINC	MRK4	F	RPR	F	ADJ	P		P		P		P		P		P		-	
066	LINC	CONT	P		P		P		P		P		P		P		P		-	

APPENDIX C CONT'D

LISTING OF DISABLEMENT / MALADJUSTMENT OCCURANCES

CHICAGO

GENERAL MOTORS

			IND SYS		CRB SYS		IGN SYS		EGR SYS		AIR PMP		PCV SYS		EXH SYS		EVP CTL		OTHER	
VEH	MAKE	MODL	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT	D/M	ACT
067	BUIC	SKYL	P		P		F	ADJ	F	ADJ	-		P		P		P		-	
068	BUIC	SKYL	P		P		P		P		-		P		P		P		-	
069	BUIC	LESA	P		P		P	ADJ	P		-		P		P		P		-	
070	BUIC	LESA	P		F		P		P		-		P		P		P		-	
071	BUIC	STAW	P		P		F	ADJ	P		-		P		P		P		-	
072	CADI	DEVI	P		P		P		P		-		P		P		P		-	
073	CADI	DEVI	P		P		P		P		-		P		P		P		-	
074	CHEV	CHET	P		P		P		P		-		P		P		P		-	
075	CHEV	STAW	P		F		P		F	ADJ	-		P		P		P		-	
076	CHEV	MONZ	P		P		P		P		-		P		P		P		-	
077	CHEV	CAMA	P		P		P		P		-		P		P		P		-	
078	CHEV	NOVA	P		P		P		P		-		P		P		P		-	
079	CHEV	CAMA	P		P		P		P		-		P		P		P		-	
080	CHEV	CAMA	P		F		P		P		-		P		P		P		-	
081	CHEV	MONT	P		P		P		P		-		P		P		P		-	
082	CHEV	MONT	P		P		P		P		-		P		P		P		-	
083	CHEV	MALI	P		P		P		P		-		P		P		P		-	
084	CHEV	MONT	P		P		P		P		-		P		P		P		-	
085	CHEV	CAPR	P		P		P		P		-		P		P		P		-	
086	CHEV	CAPR	P		P		P		P		-		P		P		P		-	
087	CHEV	CAPR	P		F		P		P		-		P		P		P		-	
088	CHEV	IMPA	P		P		P	ADJ	P		-		P		P		P		-	
089	CHEV	STAW	P		P		P		P		-		P		P		P		-	
090	OLDS	CUTL	P		P		P		P		-		P		P		P		-	
091	OLDS	CUTL	P		F		P	ADJ	P		-		P		P		P		-	
092	OLDS	CUTL	P		F		P		P		-		P		P		P		-	
093	OLDS	DELT	P		F		P		P		-		P		P		P		-	
094	OLDS	NNTY	P		F		P		F	ADJ	-		P		P		P		-	
095	OLDS	STAW	P		F		P		P		-		P		P		P		-	
096	PONT	ASTR	P		P		P		P		-		P		P		P		-	
097	PONT	LEMA	P		P		P	ADJ	P		-		P		P		P		-	
098	PONT	GRNP	P		F	ADJ	F	ADJ	P		-		P		P		P		-	
099	PONT	GRNP	P		P		F	RPL	P		-		P		P		P		-	
100	PONT	BONN	P		F		P		P		-		P		P		P		-	

APPENDIX D - LISTING OF EMISSION COMPONENT FUNCTION CHECK - CHRYSLER

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

PC - P.C.V. (P: pass)

EC - Evaporative control system (P: pass)

HD - Heated air inlet diaphragm (P: pass)

DR - Heated air inlet door (P: pass)

ES - Electrically assisted choke switch (P: pass)

CH - Electrically assisted choke heater (P: pass)

CI - C.C.I.E. switch (P:pass; N: not applicable)

CE - C.C.E.G.R. switch (P: pass)

DS - Idle enrichment delay solenoid (P: pass; N: not applicable; F3: fail/replace)

ID - Idle enrichment diaphragm (P: pass; N: not applicable)

OS - O.S.A.C. valve (P: pass; N: not applicable; F: fail)

EV - E.G.R. valve (P: pass; F2: fail/repair)

TD - E.G.R. time delay solenoid (P: pass; F: fail; N: not applicable; F3: fail/replace)

VA - Vacuum control amplifier (P: pass; N: not applicable)

TC - T.I.C. valve (P: pass; N: not applicable)

AP - Air pump (P: pass; N: not applicable)

TS - Throttle stop solenoid (P: pass; N: not applicable)

CP - Catalyst protect system speed switch (N: not applicable)

DP - Dashpot (N: not applicable)

CK - Choke kickdown diaphragm (P: pass; F: fail; F1: fail/adjust)

CK - Choke kickdown diaphragm (P: pass)

SP - Spark plugs and cables, cap and rotor (P: pass)

VU - Vacuum advance unit (P: pass; F: fail)

O1 - Other (P: pass; N: not applicable)

O2 - Other (P: pass; N: not applicable)

APPENDIX D

LISTING OF EMISSION COMPONENT FUNCTION CHECK

CHICAGO

CHRYSLER

VEH	MAKE	MODL	PC	EC	HD	DR	ES	CH	CI	CE	DS	ID	OS	EV	TD	VA	TC	AP	TS	CP	DP	CK	SP	VU	01	02
001	DODG	ASPE	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
002	DODG	DART	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	P	P
003	DODG	DART	P	P	P	P	P	P	N	P	N	N	P	P	N	P	N	N	N	N	N	P	P	P	N	N
004	DODG	DART	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
005	DODG	ASPE	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
006	DODG	ASPE	P	P	P	F	P	P	P	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	P	P
007	DODG	ASPE	P	P	P	P	P	P	N	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	N	N
008	DODG	CHAR	P	P	P	P	P	P	P	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	N	N
009	DODG	CHAR	P	P	P	P	P	P	P	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	N	N
010	DODG	CHAR	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	P	P	P	N	N
011	DODG	CHAR	P	F	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	P	P	F	N	N
012	DODG	CHAR	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	P	P	P	N	N
013	DODG	MONA	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	P	P	P	N	N
014	PLYM	VALI	P	P	P	P	P	P	N	P	N	N	P	P	N	P	N	N	N	N	N	P	P	P	N	N
015	PLYM	VOLA	P	P	P	P	P	F	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
016	PLYM	VALI	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
017	PLYM	VOLA	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	F	N	N
018	PLYM	VOLA	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
019	PLYM	VOLA	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
020	PLYM	STAW	P	P	P	P	P	P	P	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	N	N
021	PLYM	VOLA	P	P	P	P	P	P	P	P	F3	P	N	P	F3	N	N	N	N	N	N	P	P	P	N	N
022	PLYM	VALI	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
023	PLYM	FURY	P	P	P	P	P	P	P	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	N	N
024	PLYM	FURY	P	P	P	P	P	P	P	P	P	P	N	P	P	N	N	N	N	N	N	P	P	P	N	N
025	PLYM	STAW	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	N	P	P	P	N	N
026	PLYM	FURY	P	P	P	P	P	P	P	P	P	P	P	P	F	N	P	N	N	N	N	P	P	P	N	N
027	PLYM	VOLA	P	P	P	P	P	P	N	P	N	N	N	P	N	P	N	N	N	N	N	P	P	P	N	N
028	PLYM	STAW	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	N	N	P	P	P	N	N
029	PLYM	SCAM	P	P	P	P	P	P	P	P	N	P	N	P	N	P	N	N	P	N	N	P	P	P	N	N
030	CHRY	CORD	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	P	P	P	N	N
031	CHRY	CORD	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N	N	N	N	P	P	P	N	N
032	CHRY	NEWP	P	P	P	P	P	P	P	P	P	P	F	P	P	P	P	N	N	N	N	P	P	P	N	N
033	CHRY	NEWP	P	P	P	P	P	P	P	P	P	P	P	F2	P	P	P	N	N	N	N	P	P	P	N	N

APPENDIX D CONT'D - LISTING OF EMISSION COMPONENT FUNCTION CHECK - FORD

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

EH - Exhaust heat control valve (P: pass; N: not applicable)

PC - P.C.V. system (P: pass)

EV - E.G.R. valve (P: pass; F1: fail/adjust)

EP - E.G.R. P.V.S. (P: pass; N: not applicable)

HM - High speed modulator (N: not applicable)

VV - Venturi vacuum amplifier (N: not applicable)

VR - Vacuum reservoir, vacuum reservoir check valve (P: pass; N: not applicable)

TP - Thermactor air pump (P: pass)

BV - By-pass valve (P: pass)

TV - Thermactor check valves (P: pass)

VC - Vacuum diff. control (P: pass; N: not applicable)

PE - Electric P.V.S. (P: pass; N: not applicable)

SV - Solenoid vacuum valve (P: pass; N: not applicable)

FS - Floor pan thermal switch (N: not applicable)

FD - Fuel deceleration valve diaphragm (N: not applicable)

FT - Fuel deceleration valve time rate (N: not applicable)

FI - Fuel decel transmission interlock (N: not applicable)

PI - P.V.S. fuel decel interlock (N: not applicable)

SM - Speed modulated decel (N: not applicable)

SD - Spark delay valves (P: pass; N: not applicable)

SS - Spark control system distributor P.V.S. (P: pass; N: not applicable)

CS - Cold start P.V.S. (N: not applicable)

CV - Vacuum check valve (N: not applicable)

SR - Spark retard delay valve (N: not applicable)

DD - Distributor diaphragm (P: pass)

PT - Throttle positioning solenoid (P: pass; N: not applicable)

CE - Electric choke (P: pass; N: not applicable)

CD - Choke pull-off diaphragm (P: pass; N: not applicable; F3: fail/replace)

AM - Air cleaner vacuum motor (P: pass; F: fail)

AT - Air cleaner temperature control, duct valve (P: pass)

CW - Cold weather modulator (N: not applicable)

CA - Cold temp. actuated vacuum system (N: not applicable)

AD - Air cleaner delay valve (N: not applicable)

SP - Spark plugs and wires (P: pass)

EB - E.G.R. back pressure transducer

O1 - Other (N: not applicable)

LISTING OF EMISSION COMPONENT FUNCTION CHECK

CHICAGO

FORD

VEH	MAKE	MODL	EH	PC	EV	EP	HM	VV	VR	TP	BV	TV	VC	PE	SV	FS	FD	FT	FI	PI
034	FORD	STAW	N	P	F1	N	N	N	N	P	P	P	N	N	P	N	N	N	N	N
035	FORD	PINT	P	P	P	P	N	N	N	P	P	P	P	N	N	N	N	N	N	N
036	FORD	MUST	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
037	FORD	MUST	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
038	FORD	MUST	N	P	P	P	N	N	P	P	P	P	P	N	N	N	N	N	N	N
039	FORD	GRAN	N	P	P	N	N	N	P	P	P	P	N	N	N	N	N	N	N	N
040	FORD	GRAN	N	P	P	N	N	N	P	P	P	P	P	N	N	N	N	N	N	N
041	FORD	GRAN	N	P	P	N	N	N	P	P	P	P	P	N	N	N	N	N	N	N
042	FORD	GRAN	N	P	P	N	N	N	P	P	P	P	N	N	N	N	N	N	N	N
043	FORD	GRAN	N	P	P	N	N	N	P	P	P	P	N	N	N	N	N	N	N	N
044	FORD	GRAN	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
045	FORD	GRAN	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
046	FORD	GRAN	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
047	FORD	ELIT	P	P	P	P	N	N	N	P	P	P	N	N	P	N	N	N	N	N
048	FORD	ELIT	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
049	FORD	TORI	P	P	P	P	N	N	N	P	P	P	N	P	N	N	N	N	N	N
050	FORD	ELIT	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
051	FORD	STAW	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
052	FORD	TORI	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
053	FORD	LTD	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
054	FORD	LTD	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
055	FORD	LTD	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
056	FORD	STAW	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
057	FORD	STAW	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
058	MERC	MONA	N	P	P	N	N	N	P	P	P	P	N	N	N	N	N	N	N	N
059	FORD	GRAN	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
060	MERC	MONA	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
061	MERC	COUG	N	P	P	P	N	N	N	P	P	P	N	N	N	N	N	N	N	N
062	MERC	STAW	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
063	MERC	MARQ	N	P	P	P	N	N	N	P	P	P	P	N	N	N	N	N	N	N
064	MERC	MARQ	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
065	LINC	MRK4	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
066	LINC	CONT	N	P	P	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N

APPENDIX D CONT'D

LISTING OF EMISSION COMPONENT FUNCTION CHECK

CHICAGO

FORD

VEH	MAKE	MODL	SM	SD	SS	CS	CV	SR	DD	PT	CE	CD	AM	AT	CW	CA	AD	SP	EB	01
034	FORD	STAW	N	P	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
035	FORD	PINT	N	P	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
036	FORD	MUST	N	N	N	N	N	N	P	P	P	N	P	P	N	N	N	P	N	N
037	FORD	MUST	N	N	N	N	N	N	P	P	P	N	P	P	N	N	N	P	N	N
038	FORD	MUST	N	N	P	N	N	N	P	N	P	P	P	P	N	N	N	P	N	N
039	FORD	GRAN	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
040	FORD	GRAN	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
041	FORD	GRAN	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
042	FORD	GRAN	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
043	FORD	GRAN	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
044	FORD	GRAN	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
045	FORD	GRAN	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
046	FORD	GRAN	N	N	P	N	N	N	P	P	P	P	P	P	N	N	N	P	N	N
047	FORD	ELIT	N	N	P	N	N	N	P	P	P	F3	P	P	N	N	N	P	N	N
048	FORD	ELIT	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
049	FORD	TORI	N	N	P	N	N	N	P	N	P	P	P	P	N	N	N	P	N	N
050	FORD	ELIT	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
051	FORD	STAW	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
052	FORD	TORI	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
053	FORD	LTD	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
054	FORD	LTD	N	N	N	N	N	N	P	N	N	P	P	P	N	N	N	P	P	N
055	FORD	LTD	N	N	N	N	N	N	P	N	P	P	F	P	N	N	N	P	P	N
056	FORD	STAW	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
057	FORD	STAW	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
058	MERC	MONA	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	N	N
059	FORD	GRAN	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
060	MERC	MONA	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
061	MERC	COUG	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
062	MERC	STAW	N	N	N	N	N	N	P	N	N	P	P	P	N	N	N	P	F2	N
063	MERC	MARQ	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
064	MERC	MARQ	N	N	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
065	LINC	MRK4	N	P	N	N	N	N	P	N	P	P	P	P	N	N	N	P	P	N
066	LINC	CONT	N	N	N	N	N	N	P	N	P	N	P	P	N	N	N	P	P	N

APPENDIX D CONT'D - LISTING OF EMISSION COMPONENT FUNCTION CHECK - GENERAL MOTORS

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

PC - P.C.V. (P: pass)

HA - Heated air inlet (P: pass)

EF - E.F.E. (P: pass; F: fail; N: not applicable)

ET - E.F.E. TVV (P: pass; F: fail; N: not applicable)

FC - E.F.E. check valve (P: pass; N: not applicable)

EV - E.G.R. valve (P: pass)

TE - E.G.R. TCV (P: pass; N: not applicable)

SC - E.G.R. snap disc control valve (P: pass; N: not applicable)

EB - E.G.R. back pressure transducer (P: pass; N: not applicable)

VE - E.G.R. TVV (P: pass; F: fail; N: not applicable)

AR - Air injection reactor (N: not applicable)

FA - Full vacuum advance system (P: pass; N: not applicable)

PA - Ported vacuum advance system (P: pass; N: not applicable)

DD - Distributor advance diaphragm (P: pass)

DV - Vacuum spark delay valve or restrictor (P: pass; N: not applicable)

AV - Vacuum advance TVV (N: not applicable)

AS - Vacuum advance TVS (P: pass; N: not applicable)

VM - Vacuum advance modulator valve (P: pass; N: not applicable)

IS - Idle stop solenoid (P: pass; N: not applicable)

VB - Vacuum break, primary (P: pass; F: fail)

VS - Vacuum break, secondary (P: pass; N: not applicable)

CE - Electric choke (P: pass; N: not applicable)

SP - Spark plugs, wires (P: pass)

01 - Other (P: pass; N: not applicable)

LISTING OF EMISSION COMPONENT FUNCTION CHECK

CHICAGO

GENERAL MOTORS

VEH	MAKE	MODL	PC	HA	EF	ET	FC	EV	TE	SC	EB	VE	AR	FA	PA	DD	DV	AV	AS	VM	IS	VB	VS	CE	SP	01
067	BUIC	SKYL	P	P	P	P	N	P	N	N	N	P	N	N	P	P	N	N	N	N	N	P	P	N	P	P
068	BUIC	SKYL	P	P	N	N	N	P	P	N	P	N	N	N	N	P	N	N	N	P	N	P	N	N	P	N
069	BUIC	LESA	P	P	P	F	N	P	N	N	N	F	N	N	P	P	N	N	P	N	N	P	P	N	P	N
070	BUIC	LESA	F	P	P	P	N	P	N	N	N	P	N	N	P	P	N	N	P	N	N	F	P	N	P	N
071	BUIC	STAW	P	P	P	P	N	P	N	N	N	P	N	N	P	P	N	N	P	N	N	P	P	N	P	N
072	CADI	DEVI	P	P	P	P	N	P	N	N	N	P	N	P	N	P	N	N	N	N	N	P	P	P	P	N
073	CADI	DEVI	P	P	P	P	N	P	P	N	N	P	N	P	N	P	N	N	N	N	N	P	P	P	P	N
074	CHEV	CHET	P	P	N	N	N	P	N	N	N	N	N	N	P	P	N	N	N	N	P	P	N	P	P	N
075	CHEV	STAW	P	P	N	N	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	P	N	P	N
076	CHEV	MONZ	P	P	N	N	N	P	N	N	N	N	N	N	P	P	N	N	N	N	N	P	P	N	P	P
077	CHEV	CAMA	P	P	P	P	N	P	N	N	N	N	N	P	N	P	N	N	N	N	P	P	N	N	P	P
078	CHEV	NOVA	P	P	P	P	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
079	CHEV	CAMA	P	P	P	P	P	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
080	CHEV	CAMA	P	P	N	N	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
081	CHEV	MONT	P	P	P	P	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
082	CHEV	MONT	P	P	F	P	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
083	CHEV	MALI	P	P	P	P	P	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
084	CHEV	MONT	P	P	P	P	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
085	CHEV	CAPR	P	P	N	N	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
086	CHEV	CAPR	P	P	P	P	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
087	CHEV	CAPR	P	P	P	P	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
088	CHEV	IMPA	P	P	N	N	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
089	CHEV	STAW	P	P	N	N	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	N	N	P	N
090	OLDS	CUTL	P	P	N	N	N	P	P	N	P	N	N	P	N	P	N	N	N	P	N	P	N	N	P	N
091	OLDS	CUTL	P	P	N	N	N	P	P	N	N	N	N	P	N	P	P	N	P	N	N	P	P	N	P	P
092	OLDS	CUTL	P	P	N	N	N	P	P	N	N	N	N	N	N	P	N	N	P	N	N	P	P	N	P	P
093	OLDS	DELT	P	P	N	N	N	P	P	N	N	N	N	P	N	P	N	N	N	N	N	P	P	N	P	N
094	OLDS	NNTY	P	P	N	N	N	P	P	N	N	N	N	P	N	P	P	N	P	N	N	P	P	N	P	P
095	OLDS	STAW	P	P	N	N	N	P	P	N	N	N	N	P	N	P	P	N	P	N	N	P	P	N	P	P
096	PONT	ASTR	P	P	N	N	N	P	N	N	N	N	N	N	P	P	N	N	N	N	N	P	N	N	P	N
097	PONT	LEMA	P	P	N	N	N	P	N	P	P	N	N	N	N	P	N	N	N	P	N	P	N	N	P	N
098	PONT	GRNP	P	P	P	P	P	P	N	N	N	N	N	P	P	P	P	N	N	N	N	P	P	N	P	N
099	PONT	GRNP	P	P	P	P	P	P	N	N	N	N	N	P	N	P	P	N	N	N	N	P	N	N	P	N
100	PONT	BONN	P	P	P	P	N	P	N	N	N	N	N	P	N	P	P	N	N	N	N	P	N	N	P	N

APPENDIX E - LISTING OF IDLE INSPECTION AND ADJUSTMENTS - CHRYSLER

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

CYL - Number of cylinders

IQ - Idle quality before adjustment (E: excellent; F: fair; P: poor)

IRPM - Idle RPM measured before adjustment

IRPMS - Idle RPM specified by manufacturer

IRPMA - Idle RPM measured after adjustment

ICOS - Specified idle CO in mole percent

ICOM - Idle CO measured before adjustment in mole percent

ICOA - Idle CO measured after adjustment

ISPD - Idle RPM measured after CO adjustment

N8T - Number of 1/8 turns of mixture screws to achieve idle CO setting

LC - Was adjustment within range allowed by limiter caps (Y: yes; N: no; M: caps missing or not functional)

FIQ - Final idle quality as compared to quality before adjustment (MB: much better; SB: slightly better; ND: no noticeable difference; SW: slightly worse; MW: much worse)

APPENDIX E

LISTING OF IDLE INSPECTION AND ADJUSTMENTS

CHICAGO

CHRYSLER

VEH	MAKE	MODL	CID	CYL	IQ	IRPM	IRPMS	IRPMA	ICOS	ICOM	ICOA	ISPD	N8T	LC	FIQ
001	DODG	ASPE	225	6											
002	DODG	DART	225	6											
003	DODG	DART	225	6	E	900	750	750	0.3	6.2	0.3	750	9	M	MW
004	DODG	DART	225	6	E	890	750	750	0.3	3.5	0.3	750	4	M	SW
005	DODG	ASPE	225	6	E	900	750	750	0.3	2.3	0.3	750	4	M	SW
006	DODG	ASPE	318	8	F	740	750	0	0.3	3.5	0.3	750	2	M	SW
007	DODG	ASPE	318	8											
008	DODG	CHAR	318	8											
009	DODG	CHAR	318	8	E	840	750	750	0.3	2.8	0.3	750	6	M	ND
010	DODG	CHAR	360	8	F	720	700	0	0.3	2.8	0.3	700	8	M	SB
011	DODG	CHAR	318	8	E	780	900	900	0.5	2.8	0.5	900	4	Y	ND
012	DODG	CHAR	360	8											
013	DODG	MONA	360	8	E	700	700	0	0.3	2.5	0.3	700	6	M	SW
014	PLYM	VALI	225	6	E	800	750	0	0.3	9.5	0.3	750	9	M	SW
015	PLYM	VOLA	225	6	E	850	750	750	0.3	9.0	0.3	750	6	M	SW
016	PLYM	VALI	225	6											
017	PLYM	VOLA	225	6	E	700	750	0	0.3	2.8	0.3	750	3	Y	SW
018	PLYM	VOLA	225	6	E	800	750	0	0.3	3.0	0.3	750	6	M	SW
019	PLYM	VOLA	225	6	E	600	750	750	0.3	9.8	0.3	750	6	N	SW
020	PLYM	STAW	318	8											
021	PLYM	VOLA	318	8	F	600	750	750	0.3	2.9	0.3	750	6	Y	SW
022	PLYM	VALI	225	6											
023	PLYM	FURY	318	8	E	720	750	0	0.3	6.8	0.3	750	10	M	SW
024	PLYM	FURY	318	8	F	600	750	750	0.3	7.5	0.3	750	9	M	SW
025	PLYM	STAW	360	8	E	650	700	0	0.3	7.0	0.3	700	11	M	SW
026	PLYM	FURY	318	8	E	750	750	0	0.3	2.8	0.3	750	6	M	SW
027	PLYM	VOLA	225	6	E	600	750	750	0.3	2.8	0.3	750	4	Y	SW
028	PLYM	STAW	318	8	E	750	700	0	0.3	7.0	0.3	700	8	M	SW
029	PLYM	SCAM	225	6	E	750	750	0	0.3	6.8	0.3	750	8	M	SW
030	CHRY	CORD	400	8											
031	CHRY	CORD	360	8	E	650	700	0	0.3	3.4	0.3	700	8	M	SW
032	CHRY	NEWP	400	8											
033	CHRY	NEWP	400	8	E	600	700	0	0.3	3.8	0.3	700	6	M	SB

APPENDIX E CONT'D - LISTING OF IDLE INSPECTION AND ADJUSTMENTS - FORD

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

CYL - Number of cylinders

IQ - Idle quality before adjustment (E: excellent; F: fair; P: poor)

IRPM - Idle RPM measured before adjustment

IRPMS - Idle RPM specified by manufacturer

IRPMA - Idle RPM measured after adjustment

ARSI - Allowable range of idle speed increase with propane enrichment in RPM

ISI - Measured idle speed increase with propane enrichment before adjustment in RPM

FIS - Final idle speed in RPM

R RANGE - Specified reset range for idle speed increase in RPM

FSI - Final idle speed increase in RPM

N4T - Number of 1/4 turns of mixture screws to achieve idle CO setting

LC - Was adjustment within range allowed by limiter caps (Y: yes; N: no; M: caps missing or not functional)

FIQ - Final idle quality as compared to quality before adjustment (MB: much better; SB: slightly better; ND: no noticeable difference; SW: slightly worse; NW: much worse)

APPENDIX E CONT'D

LISTING OF IDLE INSPECTION AND ADJUSTMENTS

CHICAGO

FORD

VEH	MAKE	MODL	CID	CYL	IQ	IRPM	IRPMS	IRPMA	ARSI	ISI	FIS	R RANGE	FSI	N4T	LC	FIQ
034	FORD	STAW	140	4	F	930	850		0 - 30	20	930	0 - 0			N	ND
035	FORD	PINT	171	6												
036	FORD	MUST	140	4												
037	FORD	MUST	140	4												
038	FORD	MUST	171	6	F	820	700	700	0 - 80		700	0 - 20	20	2	Y	SW
039	FORD	GRAN	250	6												
040	FORD	GRAN	250	6												
041	FORD	GRAN	200	6												
042	FORD	GRAN	250	6												
043	FORD	GRAN	250	6												
044	FORD	GRAN	302	8												
045	FORD	GRAN	302	8												
046	FORD	GRAN	351	8	E	570	650	650	50 - 75		650	55 - 65	60	8	M	SW
047	FORD	ELIT	351	8	F	640	650	650	35 - 70		650	40 - 50	40	5	M	ND
048	FORD	ELIT	351	8												
049	FORD	TORI	351	8												
050	FORD	ELIT	351	8	F	675	650	650	30 - 90	10	650	20 - 50	25	1	N	ND
051	FORD	STAW	351	8												
052	FORD	TORI	400	8												
053	FORD	LTD	351	8												
054	FORD	LTD	351	8												
055	FORD	LTD	400	8	E	650	650		10 - 20		650	10 - 20	20	5	M	ND
056	FORD	STAW	400	8												
057	FORD	STAW	400	8												
058	MERC	MONA	250	6												
059	FORD	GRAN	302	8												
060	MERC	MONA	302	8												
061	MERC	COUG	351	8												
062	MERC	STAW	351	8	F	590	650	650	0 -100	50	650	0 - 0			Y	ND
063	MERC	MARQ	400	8	F	710	650	650	0 - 60		650	20 - 40	20	6	M	MW
064	MERC	MARQ	400	8												
065	LINC	MRK4	460	8												
066	LINC	CONT	460	8												

APPENDIX E CONT'D - LISTING OF IDLE INSPECTION AND ADJUSTMENTS - GENERAL MOTORS

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

CYL - Number of cylinders

IQ - Idle quality before adjustment (E: excellent; F: fair; P: poor)

IRPM - Idle RPM measured before adjustment

N4TR - Number of 1/4 turns to lightly seat right idle mixture screw

N4TL - Number of 1/4 turns to lightly seat left idle mixture screw

LDIS - Specified "before lean drop idle" speed

FIS - Specified final idle speed

N4T - Number of 1/4 turns of each screw to achieve lean drop

N4TFR - Final number of 1/4 turns of right idle mixture screw from the lightly seated position to achieve the specified final idle speed

N4TFL - Final number of 1/4 turns of left idle mixture screw from the lightly seated position to achieve the specified final idle speed

FIQ - Final idle quality as compared to quality before adjustment (MB: much better; SB: slightly better; ND: no noticeable difference; SW: slightly worse; MW: much worse)

APPENDIX E CONT'D

LISTING OF IDLE INSPECTION AND ADJUSTMENTS

CHICAGO

GENERAL MOTORS

VEH	MAKE	MODL	CID	CYL	IQ	IRPM	N4TR	N4TL	LDIS	FIS	N4T	N4TFR	N4TFL	FIQ
067	BUIC	SKYL	231	6	F	625	9	9	680	600	3	7	7	SW
068	BUIC	SKYL	260	8										
069	BUIC	LESA	350	8										
070	BUIC	LESA	350	8	E	625	8	6	680	600	6	5	2	ND
071	BUIC	STAW	455	8										
072	CADI	DEVI	500	8										
073	CADI	DEVI	500	8										
074	CHEV	CHET	85	4	E	985		5	850	800	2		5	ND
075	CHEV	STAW	400	8	F	640	5	11	650	600	11	10	11	MB
076	CHEV	MONZ	140	4										
077	CHEV	CAMA	250	6										
078	CHEV	NOVA	305	8										
079	CHEV	CAMA	305	8										
080	CHEV	CAMA	350	8	E	620	14	16	650	600	4	7	10	ND
081	CHEV	MONT	305	8										
082	CHEV	MONT	305	8										
083	CHEV	MALI	350	8										
084	CHEV	MONT	350	8										
085	CHEV	CAPR	400	8										
086	CHEV	CAPR	350	8										
087	CHEV	CAPR	350	8	E	600	8	11	650	600	2	3	4	ND
088	CHEV	IMPA	350	8										
089	CHEV	STAW	400	8	E	630	8	9	650	600	3	10	10	ND
090	OLDS	CUTL	260	8	E	650	10	11	610	550	10	10	10	ND
091	OLDS	CUTL	350	8	E	550	15	7	580	550	3	11	11	SW
092	OLDS	CUTL	350	8	E	640	16	21	580	550	3	9	9	ND
093	OLDS	DELT	350	8	E	570	19	19	580	550	2	17	18	ND
094	OLDS	NNTY	455	8										
095	OLDS	STAW	455	8										
096	PONT	ASTR	140	4										
097	PONT	LEMA	260	8	F	600	9	8	610	550	11	9	9	SB
098	PONT	GRNP	350	8	E	580	10	10	640	550	13	7	7	ND
099	PONT	GRNP	350	8										
100	PONT	BONN	400	8	E	540	14	13	640	550	9	9	9	ND

APPENDIX F - LISTING OF ONE YEAR OR 15,000 MILE REQUIRED MAINTENANCE - CHRYSLER

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

CO - Replace engine oil (3: replace)

CF - Replace oil filter (3: replace)

CC - Check cooling system (P: pass)

CEGR - Check EGR system (P: pass; F2: fail/repair)

IW - Check ignition wires (P: pass; F3: fail/replace)

IC - Check distributor cap, rotor (P: pass; F3: fail/replace)

PVAF - Check PCV system and air filter (P: pass)

RS - Replace spark plugs on leaded fuel vehicles (N: not applicable; F3: fail/replace)

AV - Adjust tappets, six cylinder vehicles (P: pass; N: not applicable; F1: fail/adjust)

IHG - Inspect hoses and grommets (P: pass)

RCF - Replace canister filter (3: replace)

LCCS - Check and lube carburetor choke shaft (P: pass)

LFCP - Check and lube fast idle cam pivot (P: pass)

AISM - Adjust idle speed and mixture (1: adjust)

O1 - Other (N: not applicable)

APPENDIX F

LISTING OF ONE YEAR OR 15,000 MILE REQUIRED MAINTENANCE

CHICAGO

CHRYSLER

VEH MAKE MODL	CO	CF	CC	CEGR	IW	IC	PVAF	RS	AV	IHG	RCF	LCCS	LFCP	AISM	01
001 DODG ASPE															
002 DODG DART															
003 DODG DART			P	F2	P	P	P	N	P	P		P	P	1	N
004 DODG DART	3	3	P	P	P	P	P	N	F1	P		P	P	1	N
005 DODG ASPE	3	3	P	P	P	P	P	N	F1	P		P	P	1	N
006 DODG ASPE															
007 DODG ASPE															
008 DODG CHAR															
009 DODG CHAR															
010 DODG CHAR	3	3	P	P	P	P	P	N	N	P		P	P	1	N
011 DODG CHAR															
012 DODG CHAR															
013 DODG MONA			P	P	P	P	P	N	N	P		P	P		N
014 PLYM VALI															
015 PLYM VOLA															
016 PLYM VALI															
017 PLYM VOLA															
018 PLYM VOLA			P	P	P	P	P	N	P	P		P	P	1	N
019 PLYM VOLA	3	3	P	P	P	P	P	N	F1	P		P	P	1	N
020 PLYM STAW															
021 PLYM VOLA	3	3	P	P	P	P	P	N	N	P	3	P	P	1	N
022 PLYM VALI															
023 PLYM FURY															
024 PLYM FURY	3	3	P	P	F3	F3	P	F3	N	P		P	P	1	N
025 PLYM STAW	3	3	P	P	P	P	P	N	N	P		P	P	1	N
026 PLYM FURY			P	P	P	P	P	N	N	P		P	P	1	N
027 PLYM VOLA	3	3	P	P	P	P	P	N	F1	P	3	P	P	1	N
028 PLYM STAW	3	3	P	P	P	P	P	N	N	P		P	P		N
029 PLYM SCAM															
030 CHRY CORD															
031 CHRY CORD															
032 CHRY NEWP															
033 CHRY NEWP			P	P	P	P	P	N	N	P		P	P		N

APPENDIX F CONT'D - LISTING OF ONE YEAR OR 15,000 MILE REQUIRED MAINTENANCE - FORD

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

CO - Change engine oil (0: no action; 3: replace)

CF - Replace oil filter (0: no action; 3: replace)

TI - Torque intake manifold bolts, 1975 only (N: not applicable)

LC - Lube/check exhaust control valve (P: pass; N: not applicable)

CC - Check coolant (P: pass)

BT - Check belt tensions (P: pass)

IT - Inspect thermactor system (P: pass)

CDV - Check/adjust fuel decel valve (N: not applicable)

CI - Check ignition system with scope (1: pass; 3: not applicable)

RS - Replace spark plugs, 1975 only (P: pass; N: not applicable; F3: fail/replace)

IW - Inspect/test spark plug wires (P: pass)

CT - Check initial timing (P: pass; F1: fail/adjust)

CD - Check spark control/delay system (P: pass; N: not applicable)

IM - Check idle fuel mixture (P: pass; F1: fail/adjust)

FS - Check fast idle speed (P: pass; F1: fail/adjust)

CI - Check curb idle speed (P: pass)

CS - Check choke system (P: pass)

AT - Check air cleaner temperature control/delay valve (N: not applicable)

RF - Replace fuel filter, 1975 only (N: not applicable; 3: replace)

AV - Adjust valve clearance, 2.8 liter only (N: not applicable)

BS - Check/torque all belt securing bolts, 1975 four cylinder only (N: not applicable)

IC - Inspect distributor cap-rotor (P: pass)

AF - Inspect air filter element (P: pass)

PH - Inspect PCV hoses (P: pass; N: not applicable)

OS - Check throttle solenoid "off" speed (P: pass; N: not applicable)

O1 - Other (N: not applicable)

APPENDIX F CONT'D

LISTING OF ONE YEAR OR 15,000 MILE REQUIRED MAINTENANCE

CHICAGO

FORD

VEH	MAKE	MODL	CO	CF	TI	LC	CC	BT	IT	CDV	CI	RS	IW	CT	CD	IM	FS	CI	CS	AT	RF	AV	BS	IC	AF	PH	OS	O1
034	FORD	STAW	0	0	N	N	P	P	P	N	3	N	P	P	P	P	P	P	P	N	N	N	N	P	P	N	N	N
035	FORD	PINT	0	0		P	P	P	P	N	1	P	P	P	P	P	P	P	P	N		N	N	P	P	P	N	N
036	FORD	MUST																										
037	FORD	MUST																										
038	FORD	MUST	3	3	N	N	P	P	P	N	3	N	P	P	N	P	P	P	P	N	N	N	N	P	P	N	N	N
039	FORD	GRAN																										
040	FORD	GRAN																										
041	FORD	GRAN																										
042	FORD	GRAN																										
043	FORD	GRAN																										
044	FORD	GRAN																										
045	FORD	GRAN																										
046	FORD	GRAN																										
047	FORD	ELIT	3	3		P	P	P	P	N	1	F3	P	F1	N	F1	F1	P	P	N	3	N	N	P	P	P	P	N
048	FORD	ELIT																										
049	FORD	TORI																										
050	FORD	ELIT	3	3	N	N	P	P	P	N	3	N	P	P	N	P	P	P	P	N	N	N	N	P	P	N	N	N
051	FORD	STAW																										
052	FORD	TORI																										
053	FORD	LTD																										
054	FORD	LTD																										
055	FORD	LTD																										
056	FORD	STAW																										
057	FORD	STAW																										
058	MERC	MONA																										
059	FORD	GRAN																										
060	MERC	MONA																										
061	MERC	COUG																										
062	MERC	STAW	3	3	N	N	P	P	P	N	3	N	P	P	N	P	P	P	P	N	N	N	N	P	P	N	N	N
063	MERC	MARQ	3	3	N	N	P	P	P	N	3	N	P	P	N	P	P	P	P	N	N	N	N	P	P	N	N	N
064	MERC	MARQ																										
065	LINC	MRK4																										
066	LINC	CONT																										

APPENDIX F CONT'D - LISTING OF ONE YEAR OR 22,500 MILE REQUIRED MAINTENANCE - GENERAL MOTORS

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

CO - Change engine oil (3: replaced)

CF - Change oil filter (3: replaced)

CC - Check cooling system (P: pass; P1: pass/adjust)

EX - Check exhaust system (P: pass; F2: fail/repair)

IB - Inspect drive belts (P: pass; F1: fail/adjust)

TL - Check throttle linkage (P: pass)

TC - Therm. air cleaner check (P: pass; F3: fail/replace)

CB - Carburetor and choke inspection (P: pass)

IS - Check and adjust idle speed (P: pass; F1: fail adjust)

EF - Check E.F.E. valve (1: pass; N: not applicable)

CM - torque carburetor mounting bolts (1: adjust)

VA - Check vacuum advance hoses (P: pass; P1: pass/adjust)

RF - Replace fuel filter (3: replaced)

PC - Check P.C.V. system (P: pass; P1: pass/adjust)

CT - Check ignition timing (P: pass)

AV - Check and adjust mechanical valve lifters (N: not applicable)

VS - Check vacuum delay and separator valve (P: pass; N: not applicable)

01 - Other (P3: Pass/replace)

02 - Other (P: pass; F3: fail/replace)

APPENDIX F CONT'D

LISTING OF ONE YEAR OR 22,500 MILE REQUIRED MAINTENANCE

CHICAGO

GENERAL MOTORS

VEH	MAKE	MODL	CO	CF	CC	EX	IB	TL	TC	CB	IS	EF	OM	VA	RF	PC	CT	AV	VS	01	O2
067	BUIC	SKYL	3	3	P	P	F1	P	P	P	F1	P	1	P1	3	P1	P	N	N	P3	F3
068	BUIC	SKYL																			
069	BUIC	LESA																			
070	BUIC	LESA																			
071	BUIC	STAW																			
072	CADI	DEVI																			
073	CADI	DEVI																			
074	CHEV	CHET	3	3	P	P	P	P	P	P	F1	N	1	P	3	P	P	N	N	P3	P
075	CHEV	STAW																			
076	CHEV	MONZ																			
077	CHEV	CAMA																			
078	CHEV	NOVA																			
079	CHEV	CAMA																			
080	CHEV	CAMA																			
081	CHEV	MONT																			
082	CHEV	MONT																			
083	CHEV	MALI																			
084	CHEV	MONT																			
085	CHEV	CAPR																			
086	CHEV	CAPR																			
087	CHEV	CAPR																			
088	CHEV	IMPA																			
089	CHEV	STAW	3	3	P1	P	P	P	P	P	P	N	1	P	3	P1	P	N	N	P3	F3
090	OLDS	CUTL																			
091	OLDS	CUTL																			
092	OLDS	CUTL																			
093	OLDS	DELT																			
094	OLDS	NNTY																			
095	OLDS	STAW																			
096	PONT	ASTR																			
097	PONT	LEMA	3	3	P	P	P	P	F3	P	P	N	1	P	3	P1	P	N	N	P3	P
098	PONT	GRNP	3	3	P	F2	P	P	P	P	F1	P	1	P	3	P	P	N	P	P3	P
099	PONT	GRNP																			
100	PONT	BONN																			

APPENDIX G - SUMMARY OF VEHICLE RESTORATIVE MAINTENANCE COSTS ON INDIVIDUAL VEHICLES

Legend

VEH. NO. - Vehicle number

MODL - Vehicle model

DISABLEMENT/MALADJUST - Lists cost associated with tampering inspection and correction

EMISSION COMPONENTS - Lists cost associated with emission component function check and correction

IDLE SET - Listing of cost associated with idle CO and RPM inspection and adjustment

MAJOR TUNE-UP - Listing of costs associated with one year required maintenance

TOTAL LABOR - Cost of labor for above inspections, adjustments, and repairs at $15.00 per hour

TOTAL PARTS - Cost of parts used in above repairs

TOTAL COST - Sum of TOTAL LABOR and TOTAL PARTS

APPENDIX G

SUMMARY OF VEHICLE RESTORATIVE MAINTENANCE COSTS ON INDIVIDUAL VEHICLES

CHICAGO

		DISABLEMENT/MALADJUST			EMISSION COMPONENTS								
VEH. NO.	MODL	INSP. LABOR	CORRECTION LABOR	PARTS	INSP. LABOR	CORRECTION LABOR	PARTS	IDLE SET LABOR	MAJOR LABOR	TUNE-UP PARTS	TOTAL LABOR	TOTAL PARTS	TOTAL COST
001	ASPE	$6.00	$0.00	$0.00	$9.00	$3.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
002	DART	$6.00	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
003	DART	$6.00	$0.00	$0.00	$7.50	$0.00	$0.00	$7.50	$15.00	$0.00	$36.00	$0.00	$36.00
004	DART	$9.00	$6.00	$0.00	$10.50	$0.00	$0.00	$7.50	$19.50	$10.32	$52.50	$10.32	$62.82
005	ASPE	$10.50	$4.50	$0.00	$13.50	$0.00	$0.00	$7.50	$25.50	$10.32	$61.50	$10.32	$71.82
006	ASPE	$6.00	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$0.00	$0.00	$24.00	$0.00	$24.00
007	ASPE	$9.00	$4.50	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$25.50	$0.00	$25.50
008	CHAR	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
009	CHAR	$10.50	$3.00	$0.00	$10.50	$0.00	$0.00	$7.50	$0.00	$0.00	$31.50	$0.00	$31.50
010	CHAR	$10.50	$3.00	$0.00	$13.50	$0.00	$0.00	$7.50	$10.50	$10.32	$45.00	$10.32	$55.32
011	CHAR	$10.50	$3.00	$5.07	$13.50	$0.00	$0.00	$7.50	$0.00	$0.00	$34.50	$5.07	$39.57
012	CHAR	$7.50	$0.00	$0.00	$13.50	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
013	MONA	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$6.00	$0.00	$31.50	$0.00	$31.50
014	VALI	$6.00	$3.00	$0.00	$13.50	$0.00	$0.00	$7.50	$0.00	$0.00	$30.00	$0.00	$30.00
015	VOLA	$6.00	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$0.00	$0.00	$24.00	$0.00	$24.00
016	VALI	$6.00	$1.50	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
017	VOLA	$6.00	$1.50	$0.00	$12.00	$0.00	$0.00	$7.50	$0.00	$0.00	$27.00	$0.00	$27.00
018	VOLA	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$15.00	$0.00	$40.50	$0.00	$40.50
019	VOLA	$7.50	$0.00	$0.00	$13.50	$0.00	$0.00	$7.50	$22.50	$9.50	$51.00	$9.50	$60.50
020	STAW	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
021	VOLA	$12.00	$0.00	$0.00	$13.50	$3.00	$14.30	$7.50	$22.50	$11.06	$58.50	$25.36	$83.86
022	VALI	$10.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
023	FURY	$7.50	$0.00	$0.00	$13.50	$0.00	$0.00	$7.50	$0.00	$0.00	$28.50	$0.00	$28.50
024	FURY	$12.00	$6.00	$0.00	$18.00	$0.00	$0.00	$7.50	$16.50	$27.51	$60.00	$27.51	$87.51
025	STAW	$7.50	$0.00	$0.00	$12.00	$1.50	$0.00	$7.50	$13.50	$9.50	$42.00	$9.50	$51.50
026	FURY	$13.50	$3.00	$0.00	$10.50	$0.00	$0.00	$7.50	$15.00	$0.00	$49.50	$0.00	$49.50
027	VOLA	$12.00	$0.00	$0.00	$12.00	$0.00	$0.00	$7.50	$18.00	$10.40	$49.50	$10.40	$59.90
028	STAW	$10.50	$0.00	$0.00	$13.50	$0.00	$0.00	$7.50	$15.00	$9.50	$46.50	$9.50	$56.00
029	SCAM	$10.50	$0.00	$0.00	$12.00	$3.00	$0.00	$7.50	$0.00	$0.00	$33.00	$0.00	$33.00
030	CORD	$7.50	$4.50	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$22.50	$0.00	$22.50
031	CORD	$10.50	$1.50	$0.00	$13.50	$0.00	$0.00	$7.50	$0.00	$0.00	$33.00	$0.00	$33.00
032	NEWP	$7.50	$0.00	$0.00	$13.50	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
033	NEWP	$10.50	$3.00	$0.00	$13.50	$3.00	$0.00	$7.50	$6.00	$0.00	$43.50	$0.00	$43.50
034	STAW	$7.50	$3.00	$0.00	$13.50	$10.50	$0.00 *	$3.00	$7.50	$0.00	$45.00	$0.00	$45.00
035	PINT	$7.50	$3.00	$4.60	$13.50	$0.00	$0.00	$0.00	$0.00	$0.00	$24.00	$4.60	$28.60
036	MUST	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
037	MUST	$7.50	$0.00	$0.00	$15.00	$0.00	$0.00	$0.00	$0.00	$0.00	$22.50	$0.00	$22.50
038	MUST	$6.00	$0.00	$0.00	$19.50	$0.00	$0.00	$6.00	$10.50	$10.45	$42.00	$10.45	$52.45
039	GRAN	$7.50	$1.50	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$9.00	$0.00	$9.00
040	GRAN	$7.50	$0.00	$0.00	$18.00	$0.00	$0.00	$0.00	$0.00	$0.00	$25.50	$0.00	$25.50
041	GRAN	$6.00	$0.00	$0.00	$13.50	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
042	GRAN	$6.00	$1.50	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
043	GRAN	$6.00	$0.00	$0.00	$13.50	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
044	GRAN	$7.50	$1.50	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
045	GRAN	$7.50	$0.00	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
046	GRAN	$7.50	$0.00	$0.00	$16.50	$0.00	$0.00	$6.00	$0.00	$0.00	$30.00	$0.00	$30.00
047	ELIT	$7.50	$0.00	$0.00	$22.50	$3.00	$2.50	$6.00	$25.50	$29.35	$64.50	$31.85	$96.35
048	ELIT	$6.00	$0.00	$0.00	$18.00	$0.00	$0.00	$0.00	$0.00	$0.00	$24.00	$0.00	$24.00
049	TORI	$6.00	$4.50	$0.00	$18.00	$0.00	$0.00	$0.00	$0.00	$0.00	$28.50	$0.00	$28.50
050	ELIT	$6.00	$6.00	$0.00	$15.00	$0.00	$0.00	$6.00	$21.00	$10.45	$54.00	$10.45	$64.45
051	STAW	$6.00	$3.00	$0.00	$18.00	$0.00	$0.00	$0.00	$0.00	$0.00	$27.00	$0.00	$27.00
052	TORI	$6.00	$6.00	$0.00	$13.50	$0.00	$0.00	$0.00	$0.00	$0.00	$25.50	$0.00	$25.50
053	LTD	$6.00	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
054	LTD	$7.50	$0.00	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
055	LTD	$9.00	$0.00	$0.00	$16.50	$45.00	$0.00	$6.00	$0.00	$0.00	$76.50	$0.00	$76.50
056	STAW	$7.50	$1.50	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
057	STAW	$7.50	$0.00	$0.00	$15.00	$0.00	$0.00	$0.00	$0.00	$0.00	$22.50	$0.00	$22.50
058	MONA	$7.50	$0.00	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
059	GRAN	$7.50	$4.50	$0.00	$16.50	$0.00	$0.00	$0.00	$0.00	$0.00	$28.50	$0.00	$28.50
060	MONA	$7.50	$0.00	$0.00	$16.50	$0.00	$0.00	$0.00	$0.00	$0.00	$24.00	$0.00	$24.00
061	COUG	$6.00	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
062	STAW	$9.00	$0.00	$0.00	$16.50	$9.00	$0.00	$4.50	$7.50	$11.20	$46.50	$11.20	$57.70
063	MARQ	$6.00	$0.00	$0.00	$21.00	$0.00	$0.00	$6.00	$9.00	$11.20	$42.00	$11.20	$53.20
064	MARQ	$7.50	$0.00	$0.00	$12.00	$0.00	$0.00	$0.00	$0.00	$0.00	$19.50	$0.00	$19.50
065	MRK4	$6.00	$4.50	$0.00	$24.00	$0.00	$0.00	$0.00	$0.00	$0.00	$34.50	$0.00	$34.50
066	CONT	$10.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
067	SKYL	$7.50	$3.00	$0.00	$7.50	$0.00	$0.00	$7.50	$37.50	$47.70	$63.00	$47.70	$110.70
068	SKYL	$9.00	$0.00	$0.00	$9.00	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
069	LESA	$9.00	$3.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$22.50	$0.00	$22.50
070	LESA	$9.00	$0.00	$0.00	$9.00	$0.00	$0.00	$7.50	$0.00	$0.00	$25.50	$0.00	$25.50
071	STAW	$10.50	$3.00	$0.00	$9.00	$0.00	$0.00	$0.00	$0.00	$0.00	$22.50	$0.00	$22.50
072	DEVI	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00

* BASED ON $15.00 PER HOUR CHARGE ON ACTUAL LABOR TIME

APPENDIX G CONT'D

SUMMARY OF VEHICLE RESTORATIVE MAINTENANCE COSTS ON INDIVIDUAL VEHICLES

CHICAGO

		DISABLEMENT/MALADJUST			EMISSION COMPONENTS								
VEH.		INSP.	CORRECTION		INSP.	CORRECTION		IDLE SET	MAJOR	TUNE-UP	TOTAL	TOTAL	TOTAL
NO.	MODL	LABOR	LABOR	PARTS	LABOR	LABOR	PARTS	LABOR	LABOR	PARTS	LABOR	PARTS	COST
073	DEVI	$7.50	$0.00	$0.00	$9.00	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
074	CHET	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$7.50	$27.00	$23.46	$49.50	$23.46	$72.96
075	STAW	$7.50	$1.50	$0.00	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$24.00	$0.00	$24.00
076	MONZ	$7.50	$0.00	$0.00	$3.00	$0.00	$0.00	$0.00	$0.00	$0.00	$10.50	$0.00	$10.50
077	CAMA	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$15.00	$0.00	$15.00
078	NOVA	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$15.00	$0.00	$15.00
079	CAMA	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
080	CAMA	$12.00	$0.00	$0.00	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$27.00	$0.00	$27.00
081	MONT	$7.50	$0.00	$0.00	$9.00	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
082	MONT	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$15.00	$0.00	$15.00
083	MALI	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$15.00	$0.00	$15.00
084	MONT	$7.50	$0.00	$0.00	$9.00	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
085	CAPR	$9.00	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$16.50	$0.00	$16.50
086	CAPR	$7.50	$0.00	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
087	CAPR	$6.00	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$0.00	$0.00	$24.00	$0.00	$24.00
088	IMPA	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$15.00	$0.00	$15.00
089	STAW	$10.50	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$52.50	$93.88	$81.00	$93.88	$174.88
090	CUTL	$9.00	$0.00	$0.00	$10.50	$0.00	$0.00	$7.50	$0.00	$0.00	$27.00	$0.00	$27.00
091	CUTL	$9.00	$3.00	$0.00	$9.00	$0.00	$0.00	$7.50	$0.00	$0.00	$28.50	$0.00	$28.50
092	CUTL	$7.50	$0.00	$0.00	$9.00	$0.00	$0.00	$7.50	$0.00	$0.00	$24.00	$0.00	$24.00
093	DELT	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$22.50	$0.00	$22.50
094	NNTY	$9.00	$1.50	$0.00	$10.50	$0.00	$0.00	$0.00	$0.00	$0.00	$21.00	$0.00	$21.00
095	STAW	$9.00	$0.00	$0.00	$9.00	$0.00	$0.00	$0.00	$0.00	$0.00	$18.00	$0.00	$18.00
096	AS	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$0.00	$0.00	$0.00	$15.00	$0.00	$15.00
097	LEMA	$9.00	$4.50	$0.00	$9.00	$0.00	$0.00	$7.50	$37.50	$38.48	$67.50	$38.48	$105.98
098	GRNP	$7.50	$1.50	$0.00	$7.50	$0.00	$0.00	$7.50	$52.50	$29.05	$76.50	$29.05	$105.55
099	GRNP	$7.50	$1.50	$1.10	$7.50	$1.50	$0.00	$0.00	$0.00	$0.00	$18.00	$1.10	$19.10
100	BONN	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$7.50	$0.00	$0.00	$22.50	$0.00	$22.50

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* BASED ON $15.00 PER HOUR CHARGE ON ACTUAL LABOR TIME

APPENDIX H - LISTING OF EMISSION TEST RESULTS - FEDERAL TEST PROCEDURE

Legend

VEH NO. - Vehicle number

YR - Model year

MAKE - Vehicle make

MODL - Vehicle model

SEQ - Test sequence number

TEST TYPE - Indicates the portion of the test or composite

COLD TRANS - Cold transient portion of test
COLD STAB - Cold stabilized portion of test
HOT TRANS - Hot transient portion of test
75 FTP - 1975 Federal Test Procedure composite

HC - Unburned hydrocarbon emissions in grams per mile

CO - Carbon monoxide emissions in grams per mile

CO2 - Carbon dioxide emissions in grams per mile

NOXC - Oxides of nitrogen emissions in grams per mile, corrected for humidity

MPG FUEL ECON - Fuel economy calculated by the carbon balance method in miles per gallon

APPENDIX H

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
001	76	DODG	ASPE	1	COLD	TRANS	1.28	22.2	561.8	4.83	14.8
					COLD	STAB	0.70	5.4	502.1	1.79	17.3
					HOT	TRANS	0.96	5.5	495.5	3.38	17.5
					75	FTP	0.89	8.9	512.6	2.85	16.8
		CAPS BROKEN-CHOKE MISADJUSTED									
002	76	DODG	DART	1	COLD	TRANS	1.15	15.3	480.0	3.63	17.5
					COLD	STAB	0.29	2.0	430.9	1.80	20.4
					HOT	TRANS	0.82	5.0	419.9	2.42	20.6
					75	FTP	0.61	5.6	438.0	2.35	19.8
		CAPS MISSING									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
003	76	DODG	DART	1	COLD	TRANS	6.06	76.9	456.8	2.21	14.9
					COLD	STAB	1.95	31.2	503.7	0.99	15.9
					HOT	TRANS	2.10	28.6	441.0	1.76	18.0
					75	FTP	2.84	39.9	476.9	1.45	16.2
		CAPS MISSING-CHOKE KICKDOWN MALADJUSTED									
				3	COLD	TRANS	5.26	55.8	482.6	2.37	15.1
					COLD	STAB	0.74	5.6	525.2	1.05	16.5
					HOT	TRANS	1.33	19.0	449.1	1.77	18.4
					75	FTP	1.83	19.6	495.7	1.52	16.7
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	3.14	38.7	470.8	2.10	16.4
					COLD	STAB	0.81	6.9	522.6	0.96	16.6
					HOT	TRANS	1.30	17.1	445.9	1.54	18.6
					75	FTP	1.42	16.2	491.0	1.35	17.0
		MAJ TUNEUP-EGR SERV-TAPPET OFF SPEC-CHK KCKD ADJ(NO SPEC@INIT INSP)									
				6	COLD	TRANS	5.07	66.0	455.3	2.07	15.4
					COLD	STAB	2.24	15.9	493.6	0.81	16.9
					HOT	TRANS	2.15	25.1	433.8	1.56	18.5
					75	FTP	2.80	28.7	469.4	1.28	17.0
		CHOKE KICKDOWN AT .08 VS .11 SPEC									
				A	COLD	TRANS	5.36	56.6	459.5	1.93	15.7
					COLD	STAB	0.76	6.9	516.4	0.88	16.8
					HOT	TRANS	1.20	16.8	438.4	1.52	18.9
					75	FTP	1.83	19.8	483.4	1.27	17.1
		6A-READJUSTED ICO AND IRPM									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

							-----GRAMS PER MILE-----				MPG FUEL
VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
004	76	DODG	DART	1	COLD	TRANS	2.33	49.5	535.3	2.51	14.3
					COLD	STAB	1.74	46.0	464.4	1.14	16.4
					HOT	TRANS	1.37	26.2	451.9	1.88	17.8
					75	FTP	1.76	41.3	475.6	1.63	16.3
		CAPS MISSING-TIMING -6									
				2	COLD	TRANS	2.12	37.7	496.0	3.56	15.8
					COLD	STAB	1.84	37.7	416.8	1.71	18.4
					HOT	TRANS	1.50	19.0	418.4	2.80	19.6
					75	FTP	1.80	32.6	433.6	2.39	18.1
		TIMING ADJUSTED									
				3	COLD	TRANS	1.86	35.1	498.5	3.58	15.9
					COLD	STAB	1.36	18.2	425.4	1.57	19.4
					HOT	TRANS	1.09	7.2	425.3	2.71	20.2
					75	FTP	1.39	18.6	440.4	2.30	18.7
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	1.98	35.3	509.8	3.28	15.5
					COLD	STAB	1.10	9.5	450.0	1.21	19.0
					HOT	TRANS	0.96	8.9	438.8	2.11	19.5
					75	FTP	1.24	14.6	459.2	1.88	18.3
		MAJOR TUNEUP-ADJUSTED ICO AND IRPM-ADJUSTED TAPPETS									
				5	COLD	TRANS	3.36	102.5	475.9	3.78	13.7
					COLD	STAB	0.81	10.9	490.4	3.00	17.4
					HOT	TRANS	0.93	6.2	455.3	5.29	19.0
					75	FTP	1.36	28.4	477.9	3.79	16.8
		TIMING +5-PLUGGED EGR-CHOKE HEATER WIRE DISCONNECTED-LBI									
				6	COLD	TRANS	2.07	34.9	516.1	3.24	15.4
					COLD	STAB	1.42	15.5	502.0	1.39	16.7
					HOT	TRANS	1.34	9.3	449.5	2.42	19.0
					75	FTP	1.53	17.8	490.6	2.05	17.0
		LEAN BEST IDLE									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
004	76	DODG	DART	7	COLD	TRANS	1.58	28.1	503.5	4.00	16.1
					COLD	STAB	1.04	6.3	445.1	1.67	19.4
					HOT	TRANS	0.95	6.4	423.1	2.70	20.3
					75	FTP	1.13	10.8	451.1	2.43	18.8
		TIMING +5									
				8	COLD	TRANS	1.60	29.3	493.1	7.89	16.3
					COLD	STAB	0.91	3.4	444.2	4.70	19.6
					HOT	TRANS	0.92	3.2	424.6	7.43	20.5
					75	FTP	1.06	8.7	448.9	6.10	19.0
		EGR PLUGGED									
				9	COLD	TRANS	2.46	79.0	484.6	2.24	14.4
					COLD	STAB	0.38	1.8	455.6	1.36	19.3
					HOT	TRANS	0.89	6.2	423.2	2.34	20.4
					75	FTP	0.95	18.9	452.7	1.81	18.3
		CHOKE HEATER WIRE DISCONNECTED									
				C	COLD	TRANS	1.99	32.4	506.2	4.14	15.8
					COLD	STAB	1.73	25.8	424.6	1.70	18.9
					HOT	TRANS	1.56	17.6	423.2	2.89	19.5
					75	FTP	1.74	24.9	441.0	2.53	18.3
		RECALL TEST #1-CAPS OK-NOT AT FULL RICH STOP									
				D	COLD	TRANS	1.49	18.4	518.2	4.20	16.1
					COLD	STAB	0.95	4.9	445.2	1.71	19.5
					HOT	TRANS	1.14	7.7	437.0	2.68	19.6
					75	FTP	1.11	8.5	458.0	2.49	18.7
		RECALL TEST #2-ICO AND IRPM ADJUSTED (WITHOUT ADDITIONAL AC LOAD)									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
005	76	DODG	ASPE	1	COLD	TRANS	2.18	36.9	551.0	4.99	14.4
					COLD	STAB	2.02	44.7	443.5	3.12	17.1
					HOT	TRANS	1.85	24.3	468.8	4.17	17.3
					75	FTP	2.01	37.5	472.5	3.79	16.5
		CAPS MISSING-EGR VALVE NIPPLE PINCHED									
				2	COLD	TRANS	1.34	19.7	542.6	4.74	15.4
					COLD	STAB	0.34	0.6	500.3	3.15	17.7
					HOT	TRANS	1.22	3.6	479.3	3.96	18.2
					75	FTP	0.78	5.3	503.3	3.70	17.3
		EGR REPAIRED									
				3	COLD	TRANS	1.19	15.2	543.5	4.94	15.5
					COLD	STAB	0.37	0.7	482.3	3.00	18.3
					HOT	TRANS	1.08	4.4	474.4	4.03	18.3
					75	FTP	0.73	4.7	492.7	3.68	17.7
		ADJUSTED ICO AND IRPM									
				4	COLD	TRANS	1.12	19.4	531.5	4.70	15.7
					COLD	STAB	0.40	0.4	461.8	2.60	19.1
					HOT	TRANS	1.65	5.1	451.6	3.61	19.1
					75	FTP	0.89	5.6	473.4	3.31	18.3
		MAJOR TUNEUP-TAPPETS ADJUSTED									
				A	COLD	TRANS	1.42	22.9	547.8	4.83	15.1
					COLD	STAB	0.43	1.9	491.9	2.79	17.9
					HOT	TRANS	1.07	7.5	481.8	3.83	17.9
					75	FTP	0.81	7.8	500.7	3.49	17.2
		ICO ADJUSTED-SIGNAL TO EGR FROM CARB SEEMS TO BE BELOW SPEC									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

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                                                                   MPG
VEH                                       -----GRAMS PER MILE-----  FUEL
NO.   YR MAKE MODL SEQ TEST   TYPE    HC     CO     CO2    NOXC   ECON
-------------------------------------------------------------------------
006   76 DODG ASPE  1  COLD  TRANS   3.56   49.6   625.0   2.96   12.4
                       COLD   STAB   1.84   22.8   557.6   1.73   14.8
                       HOT   TRANS   1.41    9.1   565.4   3.05   15.2
                       75      FTP   2.08   24.6   573.6   2.34   14.3
         CAPS MISSING

                    3  COLD  TRANS   2.77   39.1   645.5   2.92   12.4
                       COLD   STAB   0.49    1.1   606.4   1.75   14.6
                       HOT   TRANS   0.85    2.1   565.3   3.04   15.5
                       75      FTP   1.06    9.2   603.2   2.34   14.3
         ICO ADJUSTED

007   76 DODG ASPE  1  COLD  TRANS   4.20   55.3   613.3   2.75   12.4
                       COLD   STAB   3.97   66.5   537.7   1.88   13.6
                       HOT   TRANS   2.83   27.7   547.6   2.89   14.8
                       75      FTP   3.70   53.6   556.0   2.33   13.6
         CAPS MSG-VAC LINE DISC AT CCEGR-EGR VALVE INLET PINCHED

                    2  COLD  TRANS   2.43   24.8   642.7   2.73   12.9
                       COLD   STAB   0.72    1.1   630.8   2.38   14.0
                       HOT   TRANS   1.56    3.0   574.3   2.92   15.2
                       75      FTP   1.30    6.5   617.8   2.60   14.0
         VAC LINE TO CCEGR CONNECTED-EGR VALVE INLET REPAIRED

008   76 DODG CHAR  1  COLD  TRANS   3.02   32.5   682.9   2.65   11.9
                       COLD   STAB   0.78    1.1   640.4   1.75   13.8
                       HOT   TRANS   1.64    3.2   599.1   3.00   14.6
                       75      FTP   1.47    8.1   637.9   2.27   13.5
         CAPS OK
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LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
009	76	DODG	CHAR	1	COLD	TRANS	12.04	263.2	545.4	1.00	8.9
					COLD	STAB	2.17	44.7	623.0	1.52	12.7
					HOT	TRANS	1.63	21.1	622.3	2.99	13.4
					75	FTP	4.06	83.3	606.8	1.81	11.8
		CAPS MISSING-CHOKE WIRE DISC-PCV HOSE DISC									
				2	COLD	TRANS	3.92	54.8	677.1	2.95	11.4
					COLD	STAB	1.32	17.0	660.4	1.66	12.8
					HOT	TRANS	1.40	9.9	642.3	2.87	13.4
					75	FTP	1.88	22.9	658.9	2.26	12.7
		CHOKE SWITCH AND PCV HOSE RECONNECTED									
				3	COLD	TRANS	3.18	44.0	690.2	3.25	11.5
					COLD	STAB	0.69	2.9	675.2	1.70	13.0
					HOT	TRANS	1.28	5.1	630.3	2.89	13.8
					75	FTP	1.36	12.0	666.0	2.35	12.9
		ICO AND IRPM ADJUSTED									
				C	COLD	TRANS	2.95	55.8	647.3	2.94	11.9
					COLD	STAB	1.35	11.4	639.4	2.03	13.4
					HOT	TRANS	1.96	11.0	602.8	3.26	14.2
					75	FTP	1.85	20.4	631.0	2.55	13.3
		RECALL TEST #1-CAPS MISSING									
				D	COLD	TRANS	2.71	47.1	644.8	2.77	12.2
					COLD	STAB	0.60	1.5	634.2	1.98	13.9
					HOT	TRANS	1.43	4.8	599.8	3.15	14.5
					75	FTP	1.26	11.8	627.0	2.46	13.7
		RECALL TEST #3-ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
010	76	DODG	CHAR	1	COLD	TRANS	2.50	46.0	714.9	3.49	11.2
					COLD	STAB	1.54	70.7	700.5	1.54	10.9
					HOT	TRANS	1.04	36.5	635.9	3.21	12.7
					75	FTP	1.60	56.3	685.8	2.40	11.4
		CAPS MISSING-EGR VALVE NIPPLE PINCHED									
				2	COLD	TRANS	1.23	32.1	722.2	3.38	11.4
					COLD	STAB	0.54	14.8	742.9	1.66	11.6
					HOT	TRANS	0.84	12.3	652.5	3.34	13.2
					75	FTP	0.76	17.7	714.0	2.47	11.9
		EGR REPAIRED									
				3	COLD	TRANS	1.29	25.1	737.9	3.27	11.4
					COLD	STAB	0.78	22.6	755.1	1.42	11.2
					HOT	TRANS	0.92	15.4	653.0	3.05	13.0
					75	FTP	0.92	21.2	723.7	2.24	11.7
		ICO AND IRPM SET TO SPECS									
				4	COLD	TRANS	1.25	28.7	722.9	2.43	11.5
					COLD	STAB	0.79	21.4	757.3	1.16	11.2
					HOT	TRANS	0.90	21.3	650.8	2.46	12.9
					75	FTP	0.91	22.9	721.2	1.78	11.7
		MAJOR TUNEUP-POOR ENGINE PERFORM & BACK FIRE AT HIGH RPM									
				A	COLD	TRANS	0.96	13.8	726.1	3.17	11.8
					COLD	STAB	0.11	0.4	742.7	2.15	11.9
					HOT	TRANS	0.40	4.0	665.9	3.47	13.2
					75	FTP	0.36	4.2	718.3	2.72	12.2
		4A-IDLE CO RESET									
				B	COLD	TRANS	1.63	33.8	722.7	2.68	11.4
					COLD	STAB	0.70	18.3	763.7	1.46	11.2
					HOT	TRANS	0.71	14.7	661.9	3.04	12.9
					75	FTP	0.89	20.5	727.5	2.14	11.6
		4B-NEW CARB INSTALLED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
011	75	DODG	CHAR	1	COLD	TRANS	2.91	37.8	863.4	2.74	9.5
					COLD	STAB	1.19	12.5	875.8	2.35	9.9
					HOT	TRANS	2.05	15.2	733.0	2.79	11.6
					75	FTP	1.78	18.4	834.3	2.55	10.2
		CAPS OK-VAC ADV LEAKS-EVAP FILTER MSG-HTD AIR HOSE MSG									
				2	COLD	TRANS	2.94	40.9	843.6	2.58	9.7
					COLD	STAB	1.12	13.1	860.3	2.35	10.0
					HOT	TRANS	1.89	16.0	735.8	2.87	11.6
					75	FTP	1.70	19.6	822.9	2.54	10.3
		HEATED AIR HOSE REPLACED									
				3	COLD	TRANS	1.97	30.0	839.8	2.73	9.9
					COLD	STAB	0.90	7.6	843.6	2.41	10.3
					HOT	TRANS	1.75	12.3	714.8	2.95	12.0
					75	FTP	1.35	13.5	807.7	2.62	10.7
		ICO AND IRPM ADJUSTED									
012	76	DODG	CHAR	1	COLD	TRANS	2.25	50.9	723.6	2.79	10.9
					COLD	STAB	0.14	2.6	769.4	1.67	11.5
					HOT	TRANS	0.39	3.1	665.2	3.47	13.2
					75	FTP	0.64	12.7	731.5	2.39	11.8
		CAPS MISSING									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
013	76	DODG	MONA	1	COLD	TRANS	1.40	34.6	735.9	2.97	11.2
					COLD	STAB	1.22	37.1	667.7	2.36	12.2
					HOT	TRANS	0.84	19.3	604.5	3.48	13.9
					75	FTP	1.16	31.7	664.5	2.79	12.4
		CAPS MISSING-DIST ADV OUT OF SPECS									
				3	COLD	TRANS	1.12	24.4	748.5	3.00	11.2
					COLD	STAB	0.17	1.9	717.6	2.50	12.3
					HOT	TRANS	0.42	3.2	640.2	3.71	13.7
					75	FTP	0.43	6.9	702.9	2.93	12.4
		ICO ADJUSTED-(IRPM OK)									
				5	COLD	TRANS	1.77	35.8	674.2	6.17	12.1
					COLD	STAB	1.54	32.7	630.3	4.13	12.9
					HOT	TRANS	1.10	14.8	590.7	7.48	14.4
					75	FTP	1.47	28.5	628.5	5.46	13.1
		RICH IDLE-TIMING +5-CHK WRE & EGR DISC-FULL MFD VAC TO DIST									
				6	COLD	TRANS	1.62	39.4	725.1	2.94	11.2
					COLD	STAB	1.38	43.9	642.2	2.36	12.4
					HOT	TRANS	0.98	22.2	600.7	3.76	13.9
					75	FTP	1.32	37.0	647.9	2.86	12.5
		LEAN BEST IDLE SET WITH AC UNIT ON ONLY									
				7	COLD	TRANS	1.05	22.6	698.1	4.97	12.0
					COLD	STAB	0.40	7.4	685.8	3.50	12.7
					HOT	TRANS	0.41	5.7	608.6	5.77	14.3
					75	FTP	0.54	10.1	667.2	4.42	13.0
		EGR DISABLED ONLY									
				8	COLD	TRANS	0.86	16.8	705.4	3.30	12.1
					COLD	STAB	0.15	0.5	670.5	2.80	13.2
					HOT	TRANS	0.30	1.7	599.1	4.16	14.7
					75	FTP	0.34	4.2	658.2	3.28	13.3
		TIMING +5									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	FUEL ECON
013	76	DODG	MONA	9	COLD	TRANS	1.23	31.7	710.1	2.39	11.6
					COLD	STAB	0.37	8.2	702.1	2.02	12.4
					HOT	TRANS	0.41	7.1	616.0	3.15	14.1
					75	FTP	0.56	12.7	680.3	2.40	12.6
		CHOKE HEATER WIRE DISCONNECTED									
				0	COLD	TRANS	1.45	23.9	700.0	2.73	12.0
					COLD	STAB	0.24	1.8	644.9	2.03	13.7
					HOT	TRANS	0.51	2.8	606.3	3.22	14.5
					75	FTP	0.56	6.6	645.7	2.50	13.5
		FULL MANIFOLD VACUUM TO DISTRIBUTOR									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
014	76	PLYM	VALI	1	COLD	TRANS	3.58	53.4	464.8	2.26	15.8
					COLD	STAB	3.62	57.0	407.0	1.20	17.5
					HOT	TRANS	2.73	28.3	404.6	2.05	19.4
					75	FTP	3.37	48.4	418.3	1.65	17.6
		CAPS BROKEN-DIST VAC LINE DISCONNECTED									
				2	COLD	TRANS	3.38	46.2	440.5	3.81	16.9
					COLD	STAB	3.34	48.7	410.2	1.44	17.8
					HOT	TRANS	2.55	27.2	393.7	3.34	20.0
					75	FTP	3.13	42.3	412.0	2.45	18.2
		DIST VAC LINE RECONNECTED									
				3	COLD	TRANS	1.90	26.9	459.4	3.73	17.5
					COLD	STAB	0.64	4.1	455.2	1.57	19.1
					HOT	TRANS	1.08	8.2	414.5	3.18	20.6
					75	FTP	1.02	9.9	445.0	2.45	19.1
		ICO ADJUSTED									
				6	COLD	TRANS	1.91	24.3	472.2	7.12	17.2
					COLD	STAB	0.79	4.5	461.9	3.12	18.8
					HOT	TRANS	1.58	6.6	419.8	7.13	20.4
					75	FTP	1.24	9.2	452.5	5.04	18.8
		EGR PLUGGED									
				7	COLD	TRANS	2.29	33.6	437.1	3.56	17.9
					COLD	STAB	1.21	13.2	436.1	1.56	19.3
					HOT	TRANS	1.27	10.8	392.6	3.20	21.5
					75	FTP	1.45	16.7	424.5	2.42	19.5
		LEAN BEST IDLE									
				8	COLD	TRANS	3.49	52.0	431.8	3.85	16.9
					COLD	STAB	4.23	65.9	388.7	1.43	17.6
					HOT	TRANS	3.06	30.6	385.1	3.31	20.0
					75	FTP	3.76	53.4	396.6	2.44	18.0
		GROSS RICHNESS									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
014	76	PLYM	VALI	9	COLD	TRANS	4.32	83.1	420.3	3.21	15.7
					COLD	STAB	3.97	64.4	393.4	1.43	17.5
					HOT	TRANS	2.81	31.7	381.9	3.20	20.1
					75	FTP	3.73	59.3	395.8	2.28	17.7
		CHOKE WIRE DISCONNECTED-GROSS RICHNESS									
				0	COLD	TRANS	2.63	65.5	441.5	3.09	16.1
					COLD	STAB	0.89	8.1	454.4	1.49	18.9
					HOT	TRANS	1.37	9.9	403.6	2.94	21.0
					75	FTP	1.38	20.4	437.9	2.22	18.7
		CHOKE HEATER WIRE DISCONNECTED									
015	76	PLYM	VOLA	1	COLD	TRANS	2.88	63.7	511.2	2.95	14.3
					COLD	STAB	2.32	57.9	444.4	1.40	16.4
					HOT	TRANS	2.16	31.6	460.9	2.34	17.2
					75	FTP	2.39	51.9	462.6	1.97	16.1
		CAPS MSG-AIR FILTER DIRTY-CHK HTR RESISTANCE HIGH									
				3	COLD	TRANS	1.68	35.8	545.4	3.42	14.6
					COLD	STAB	0.54	5.9	488.1	1.72	17.8
					HOT	TRANS	0.96	10.7	491.8	2.69	17.3
					75	FTP	0.89	13.4	500.9	2.33	16.9
		ICO AND IRPM ADJUSTED									
016	76	PLYM	VALI	1	COLD	TRANS	1.74	32.6	486.6	4.65	16.3
					COLD	STAB	0.70	4.7	439.2	2.40	19.8
					HOT	TRANS	1.22	12.2	428.8	3.41	19.6
					75	FTP	1.06	12.5	446.1	3.14	18.9
		CAPS MISSING-TIMING +5-NON-OEM AIR FILTER									
				2	COLD	TRANS	1.62	27.3	498.1	3.78	16.2
					COLD	STAB	0.60	3.5	446.7	2.07	19.5
					HOT	TRANS	1.01	9.3	429.4	2.67	19.8
					75	FTP	0.92	10.0	452.6	2.58	18.8
		TIMING ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
017	76	PLYM	VOLA	1	COLD	TRANS	2.94	28.8	518.6	8.84	15.5
					COLD	STAB	0.93	9.9	455.6	5.61	18.7
					HOT	TRANS	1.11	10.2	453.0	8.07	18.8
					75	FTP	1.39	13.9	467.8	6.95	18.0
		CAPS OK-EGR LINE DISC-VAC ADV LEAKS									
				2	COLD	TRANS	1.62	28.6	532.1	4.32	15.2
					COLD	STAB	0.94	13.0	468.0	1.50	18.1
					HOT	TRANS	1.18	14.1	456.8	3.15	18.4
					75	FTP	1.15	16.5	478.1	2.53	17.5
		EGR RECONNECTED									
				3	COLD	TRANS	1.73	29.9	539.4	4.10	15.0
					COLD	STAB	0.45	2.7	501.3	1.58	17.5
					HOT	TRANS	0.90	5.9	483.0	3.47	17.9
					75	FTP	0.84	9.2	504.1	2.62	17.0
		ICO ADJUSTED									
				C	COLD	TRANS	1.56	25.3	528.2	3.87	15.5
					COLD	STAB	0.51	3.1	485.7	1.37	18.0
					HOT	TRANS	1.27	7.7	465.5	2.85	18.4
					75	FTP	0.94	8.9	489.0	2.29	17.5
		RECALL TEST #1-CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
018	76	PLYM	VOLA	1	COLD	TRANS	1.53	23.7	578.1	5.14	14.3
					COLD	STAB	1.21	22.8	504.1	2.33	16.3
					HOT	TRANS	1.02	12.4	508.6	4.06	16.7
					75	FTP	1.22	20.1	520.6	3.38	16.0
		CAPS MISSING									
				3	COLD	TRANS	1.21	12.0	591.1	5.42	14.5
					COLD	STAB	0.41	1.0	508.8	2.45	17.3
					HOT	TRANS	0.64	2.4	521.3	4.19	16.8
					75	FTP	0.64	3.7	529.1	3.53	16.5
		ICO ADJUSTED									
				4	COLD	TRANS	0.91	10.6	621.2	4.04	13.9
					COLD	STAB	0.32	2.0	586.6	1.72	15.0
					HOT	TRANS	0.95	2.0	561.3	3.52	15.6
					75	FTP	0.62	3.8	586.8	2.69	14.9
		MAJOR TUNEUP									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
019	76	PLYM	VOLA	1	COLD	TRANS	1.70	27.2	511.8	4.76	15.9
					COLD	STAB	1.71	44.4	420.1	2.13	17.9
					HOT	TRANS	1.46	22.1	437.8	3.57	18.6
					75	FTP	1.64	34.8	443.8	3.07	17.6
		CAPS OK									
				3	COLD	TRANS	1.23	12.4	541.0	5.56	15.7
					COLD	STAB	0.59	3.4	473.3	2.57	18.5
					HOT	TRANS	0.85	3.1	470.3	4.03	18.6
					75	FTP	0.80	5.2	486.4	3.59	17.9
		IRPM ADJUSTED-REMOVED CAPS TO ADJUST ICO									
				4	COLD	TRANS	1.19	13.5	526.8	4.78	16.1
					COLD	STAB	0.72	7.9	468.3	2.27	18.4
					HOT	TRANS	0.83	5.3	453.2	3.39	19.1
					75	FTP	0.85	8.3	476.2	3.09	18.0
		MAJOR TUNEUP-ADJUSTED TAPPETS									
				5	COLD	TRANS	1.63	39.9	532.8	11.05	14.8
					COLD	STAB	1.46	36.0	443.6	7.72	17.6
					HOT	TRANS	1.24	18.3	445.5	11.05	18.6
					75	FTP	1.43	32.0	462.5	9.32	17.2
		TIMING +5-EGR PLUGGED-DISC CHOKE HEATER WIRE-RICH ICO									
020	76	PLYM	STAW	1	COLD	TRANS	2.32	26.0	637.3	2.79	12.9
					COLD	STAB	0.88	5.0	603.6	1.54	14.4
					HOT	TRANS	1.04	3.4	598.9	2.82	14.6
					75	FTP	1.22	8.9	609.2	2.15	14.2
		CAPS MISSING									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
021	76	PLYM	VOLA	1	COLD	TRANS	8.45	204.9	484.6	0.66	10.7
					COLD	STAB	3.23	81.6	543.5	1.36	13.0
					HOT	TRANS	4.14	122.8	464.0	1.00	13.2
					75	FTP	4.55	118.2	509.7	1.12	12.5
		CAPS OK-IDLE ENRICHMENT SOLENOID VAC NIPPLE BROKEN									
				3	COLD	TRANS	8.09	195.6	482.9	0.65	10.9
					COLD	STAB	2.32	69.8	537.2	1.32	13.6
					HOT	TRANS	3.26	114.1	460.5	0.92	13.7
					75	FTP	3.77	107.7	505.1	1.07	12.9
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	7.60	177.0	508.8	0.66	10.9
					COLD	STAB	1.85	44.9	559.4	1.39	14.0
					HOT	TRANS	2.95	86.1	484.4	1.10	14.1
					75	FTP	3.33	83.3	528.5	1.16	13.2
		MAJOR TUNEUP-IDLE ENRICHMENT SOLENOID REPLACED									
				A	COLD	TRANS	1.57	21.1	664.8	2.10	12.6
					COLD	STAB	0.34	1.1	611.8	1.64	14.4
					HOT	TRANS	0.60	1.6	569.4	2.27	15.5
					75	FTP	0.66	5.4	611.1	1.91	14.3
		4A-REPLACED CARBURETOR									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
022	76	PLYM	VALI	1	COLD	TRANS	1.48	22.9	481.4	5.11	17.0
					COLD	STAB	0.92	11.0	436.2	3.33	19.4
					HOT	TRANS	1.23	9.1	426.1	3.60	20.0
					75	FTP	1.12	13.0	442.8	3.77	19.0
		CAPS MISSING-TIMING +3									
				2	COLD	TRANS	1.31	25.3	492.0	4.35	16.6
					COLD	STAB	0.88	12.0	437.8	2.57	19.3
					HOT	TRANS	1.25	9.6	429.1	2.93	19.8
					75	FTP	1.07	14.1	446.6	3.03	18.8
		TIMING ADJUSTED									
				C	COLD	TRANS	1.14	19.5	493.8	4.81	16.8
					COLD	STAB	0.73	8.7	445.9	3.00	19.2
					HOT	TRANS	2.04	10.3	427.3	3.22	19.7
					75	FTP	1.17	11.4	450.7	3.43	18.8
		RECALL TEST #1-CAPS MISSING									
023	76	PLYM	FURY	1	COLD	TRANS	3.26	50.1	637.0	3.00	12.2
					COLD	STAB	2.50	47.5	595.3	1.73	13.1
					HOT	TRANS	1.87	22.6	594.2	3.13	14.0
					75	FTP	2.48	41.3	603.6	2.37	13.1
		CAPS MISSING									
				3	COLD	TRANS	2.06	25.1	646.2	3.03	12.8
					COLD	STAB	0.70	2.2	625.7	1.93	14.1
					HOT	TRANS	1.14	2.7	587.7	3.11	14.9
					75	FTP	1.10	7.0	619.6	2.48	14.0
		ICO ADJUSTED									

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
024	76	PLYM	FURY	1	COLD	TRANS	6.32	64.0	595.2	7.78	12.4
					COLD	STAB	5.68	69.9	545.4	5.94	13.2
					HOT	TRANS	3.83	29.9	532.1	9.26	15.0
					75	FTP	5.31	57.8	552.0	7.22	13.5
		CAPS MISSING-EGR VALVE NIPPLE PINCHED									
				2	COLD	TRANS	4.73	39.6	636.8	2.69	12.4
					COLD	STAB	3.30	17.9	613.6	1.83	13.6
					HOT	TRANS	2.89	7.6	570.8	3.21	15.0
					75	FTP	3.48	19.6	606.7	2.38	13.7
		EGR REPAIRED									
				3	COLD	TRANS	4.80	37.6	651.1	2.73	12.2
					COLD	STAB	3.37	3.1	618.4	1.87	14.0
					HOT	TRANS	3.08	5.6	569.8	3.11	15.1
					75	FTP	3.59	10.9	611.9	2.39	13.9
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	4.33	25.9	635.2	2.76	12.9
					COLD	STAB	3.12	3.3	589.4	1.64	14.7
					HOT	TRANS	3.51	5.6	562.7	3.10	15.2
					75	FTP	3.48	8.5	591.5	2.27	14.4
		MAJOR TUNEUP									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
025	76	PLYM	STAW	1	COLD	TRANS	3.54	79.3	698.5	4.00	10.6
					COLD	STAB	2.76	95.9	652.7	1.57	10.9
					HOT	TRANS	1.82	43.9	636.8	3.88	12.5
					75	FTP	2.66	78.3	657.8	2.70	11.2
		CAPS BROKEN									
				3	COLD	TRANS	5.54	82.2	726.0	4.02	10.2
					COLD	STAB	0.50	9.2	756.4	1.81	11.5
					HOT	TRANS	0.62	7.2	702.4	4.26	12.4
					75	FTP	1.57	23.7	735.4	2.93	11.4
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	4.08	67.0	714.5	3.92	10.7
					COLD	STAB	1.26	23.1	739.8	1.69	11.4
					HOT	TRANS	0.95	14.3	679.9	3.65	12.6
					75	FTP	1.76	29.7	718.2	2.68	11.5
		MAJOR TUNEUP-CHOKE RESET									
				A	COLD	TRANS	1.37	24.1	771.2	3.96	10.9
					COLD	STAB	0.55	12.2	798.4	1.83	10.8
					HOT	TRANS	0.60	7.9	696.5	3.78	12.5
					75	FTP	0.73	13.5	765.0	2.80	11.3
		4A-CARBURETOR REPLACED-TIMING ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

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                                                                 MPG
VEH                                  -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL SEQ TEST   TYPE    HC      CO      CO2   NOXC  ECON
---------------------------------------------------------------------
026  75 PLYM FURY  1  COLD TRANS   3.85    69.8   586.7   4.75   12.5
                      COLD  STAB   3.77    78.4   536.0   5.19   13.2
                      HOT  TRANS   2.56    32.9   530.5   6.34   15.0
                      75     FTP   3.46    64.2   544.9   5.41   13.5
        CPS MSG-TMG +4-TIC VLV BYP-EGR VLV INL PINCHED-EGR TD LONG

                   2  COLD TRANS   1.82    34.8   697.8   3.60   11.7
                      COLD  STAB   0.26     2.6   715.8   2.30   12.3
                      HOT  TRANS   0.66     2.2   635.9   4.32   13.8
                      75     FTP   0.69     9.2   690.3   3.12   12.6
        TIC VALVE RECON-EGR VLV REPAIRED-TIMING ADJUSTED

                   3  COLD TRANS   2.18    36.9   669.0   3.34   12.1
                      COLD  STAB   0.23     3.0   688.4   2.11   12.8
                      HOT  TRANS   0.73     3.8   599.7   3.92   14.6
                      75     FTP   0.77    10.2   660.2   2.86   13.1
        ICO AND IRPM ADJUSTED

                   4  COLD TRANS   2.47    38.3   688.5   3.52   11.7
                      COLD  STAB   0.20     1.3   715.6   2.19   12.4
                      HOT  TRANS   0.66     2.2   623.8   4.09   14.1
                      75     FTP   0.79     9.2   685.0   2.98   12.6
        MAJOR TUNE-UP-EGR TIME DELAY SOLENOID REPLACED

                   5  COLD TRANS   6.22   171.2   518.0   3.67   11.0
                      COLD  STAB   2.66    29.7   567.5   7.77   14.3
                      HOT  TRANS   1.87    11.3   546.9  10.68   15.6
                      75     FTP   3.18    53.8   551.7   7.72   13.7
        RICH ICO-EGR PLG-CHK WIRE DISC-BYPASS OSAC-FULL MAN VAC

                   6  COLD TRANS   2.44    46.5   660.5   3.24   12.0
                      COLD  STAB   0.86    18.4   658.3   1.91   12.9
                      HOT  TRANS   1.01     8.1   590.6   3.84   14.6
                      75     FTP   1.22    21.4   640.3   2.71   13.1
        RICH IDLE ONLY
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APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
026	75	PLYM	FURY	7	COLD	TRANS	3.26	52.6	630.2	5.60	12.3
					COLD	STAB	0.30	3.1	676.9	3.34	13.0
					HOT	TRANS	0.86	3.1	588.0	6.86	14.9
					75	FTP	1.06	13.3	643.0	4.77	13.3
		EGR DISABLED									
				8	COLD	TRANS	1.76	27.0	661.4	2.89	12.5
					COLD	STAB	0.37	4.1	640.9	2.17	13.7
					HOT	TRANS	0.85	3.3	595.0	3.37	14.7
					75	FTP	0.79	8.6	632.6	2.64	13.7
		TIMING +5									
				9	COLD	TRANS	4.18	128.1	589.9	1.87	11.0
					COLD	STAB	0.30	2.6	672.8	1.95	13.1
					HOT	TRANS	0.76	2.6	588.4	3.76	14.9
					75	FTP	1.22	28.5	632.7	2.43	13.0
		CHOKE HEATER WIRE DISCONNECTED									
				0	COLD	TRANS	2.61	35.0	594.2	4.38	13.5
					COLD	STAB	1.41	8.0	563.1	4.36	15.3
					HOT	TRANS	1.03	3.4	538.8	5.37	16.2
					75	FTP	1.55	12.3	562.9	4.64	15.1
		BYPASS OSAC									
027	76	PLYM	VOLA	1	COLD	TRANS	1.60	28.2	511.6	5.04	15.8
					COLD	STAB	1.11	20.3	456.1	2.65	18.1
					HOT	TRANS	1.17	13.5	461.8	3.90	18.2
					75	FTP	1.23	20.1	469.1	3.48	17.6
		CAPS OK									
				3	COLD	TRANS	1.23	16.2	529.5	5.33	15.9
					COLD	STAB	0.29	0.9	467.3	2.70	18.9
					HOT	TRANS	0.65	3.4	463.2	3.89	18.9
					75	FTP	0.58	4.8	479.0	3.57	18.2
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	1.42	23.8	544.9	5.28	15.1
					COLD	STAB	0.41	3.0	492.4	2.29	17.8
					HOT	TRANS	0.71	7.0	479.8	3.71	18.0
					75	FTP	0.70	8.3	499.8	3.30	17.2
		MAJOR TUNEUP									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
028	76	PLYM	STAW	1	COLD	TRANS	5.05	57.5	584.1	3.30	12.9
					COLD	STAB	3.79	53.0	524.6	1.36	14.3
					HOT	TRANS	2.56	20.3	527.0	2.90	15.7
					75	FTP	3.71	45.0	537.5	2.18	14.3
		CAPS MISSING									
				3	COLD	TRANS	3.12	34.9	623.8	2.98	12.9
					COLD	STAB	1.40	3.5	584.1	1.34	14.9
					HOT	TRANS	1.30	1.8	585.8	2.73	15.0
					75	FTP	1.73	9.5	592.7	2.06	14.5
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	4.06	31.9	612.2	2.99	13.1
					COLD	STAB	1.47	0.4	590.7	1.34	14.9
					HOT	TRANS	1.72	1.1	564.6	2.62	15.5
					75	FTP	2.07	7.1	588.0	2.03	14.7
		MAJOR TUNE-UP									
029	75	PLYM	SCAM	1	COLD	TRANS	2.29	40.5	536.5	2.82	14.6
					COLD	STAB	1.66	51.2	447.6	2.16	16.6
					HOT	TRANS	0.93	23.2	458.2	2.89	17.8
					75	FTP	1.59	41.3	468.8	2.50	16.5
		CAPS MISSING-CHOKE KICKDOWN MISADJUSTED									
				3	COLD	TRANS	2.01	39.1	545.6	2.44	14.5
					COLD	STAB	0.15	1.5	512.2	2.52	17.2
					HOT	TRANS	0.58	2.2	489.8	2.96	17.9
					75	FTP	0.65	9.4	513.0	2.63	16.8
		CHOKE ADJUSTED-ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
030	76	CHRY	CORD	1	COLD	TRANS	2.70	39.0	721.0	3.25	11.2
					COLD	STAB	1.68	11.0	770.5	1.44	11.2
					HOT	TRANS	1.35	5.7	651.9	3.81	13.3
					75	FTP	1.80	15.3	727.9	2.46	11.7
		CAPS MISSING-EGR VALVE NIPPLE PINCHED									
				2	COLD	TRANS	3.67	20.3	744.0	3.53	11.3
					COLD	STAB	0.98	0.1	795.7	1.56	11.1
					HOT	TRANS	0.82	0.9	663.1	3.87	13.3
					75	FTP	1.49	4.5	748.9	2.60	11.7
		EGR VALVE REPAIRED									
				C	COLD	TRANS	2.05	65.6	680.1	3.28	11.2
					COLD	STAB	1.75	71.8	713.4	1.43	10.7
					HOT	TRANS	1.07	34.4	622.9	3.86	13.0
					75	FTP	1.63	60.3	681.9	2.47	11.4
		RECALL TEST #1-CAPS MSG-VAC LINE FROM CARB TO AMP WAS DISC									
				D	COLD	TRANS	2.59	70.4	733.0	2.44	10.4
					COLD	STAB	1.72	66.6	737.1	1.28	10.5
					HOT	TRANS	1.38	30.1	680.6	2.89	12.1
					75	FTP	1.81	57.4	720.8	1.96	10.9
		RECALL TEST #2-RECONNECTED VACUUM LINE TO CARBURETOR									
				E	COLD	TRANS	1.02	26.7	780.3	2.59	10.8
					COLD	STAB	0.15	1.6	831.4	1.33	10.6
					HOT	TRANS	0.36	2.2	689.3	2.80	12.8
					75	FTP	0.38	7.0	782.1	1.99	11.2
		RECALL TEST #3-ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
031	76	CHRY	CORD	1	COLD	TRANS	2.93	55.8	670.9	2.74	11.6
					COLD	STAB	2.32	92.4	642.9	1.38	11.2
					HOT	TRANS	1.58	44.1	594.9	3.10	13.3
					75	FTP	2.24	71.7	635.6	2.13	11.8
		CAPS MISSING-LINE TO AIR CLEANER TEMP SENSOR DISC									
				2	COLD	TRANS	1.60	33.1	688.4	2.87	11.9
					COLD	STAB	1.39	46.1	686.9	1.43	11.6
					HOT	TRANS	1.05	23.7	594.7	3.07	14.0
					75	FTP	1.34	37.3	662.0	2.17	12.2
		LINE TO AIR CLEANER TEMP SENSOR RECONNECTED									
				3	COLD	TRANS	1.49	20.1	701.7	2.98	12.0
					COLD	STAB	0.59	9.2	735.7	1.70	11.8
					HOT	TRANS	0.68	6.4	653.7	3.45	13.3
					75	FTP	0.80	10.7	706.3	2.44	12.2
		ICO ADJUSTED									
032	76	CHRY	NEWP	1	COLD	TRANS	1.21	33.2	792.6	2.87	10.5
					COLD	STAB	0.15	1.8	750.7	2.87	11.8
					HOT	TRANS	0.37	3.9	693.5	3.54	12.7
					75	FTP	0.43	8.8	743.7	3.05	11.7
		CAPS MISSING-OSAC VALVE NIPPLE BROKEN									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

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                                                                       MPG
VEH                                     -----GRAMS PER MILE-----      FUEL
NO.   YR MAKE MODL SEQ TEST  TYPE    HC     CO      CO2    NOXC      ECON
---------------------------------------------------------------------------
033   76 CHRY NEWP  1  COLD TRANS   1.66   42.2   689.6   5.94      11.7
                       COLD  STAB   1.43   51.3   701.4   2.67      11.3
                       HOT  TRANS   1.22   23.8   640.4   6.96      13.0
                       75     FTP   1.42   41.9   682.3   4.51      11.8
         CAPS MISSING-LINE TO IE VALVE DISC-TIMING+4-EGR VALVE STICKING

                    2  COLD TRANS   1.38   31.6   742.3   5.28      11.1
                       COLD  STAB   0.23    2.8   781.7   2.33      11.3
                       HOT  TRANS   0.50    3.4   680.7   5.75      12.9
                       75     FTP   0.54    8.9   746.1   3.87      11.7
         LINE TO IE SOLENOID RECONNECTED-TIMING ADJUSTED

                    4  COLD TRANS   0.94   20.3   777.3   3.45      10.9
                       COLD  STAB   0.15    3.5   806.4   1.76      10.9
                       HOT  TRANS   0.33    4.6   709.0   3.74      12.4
                       75     FTP   0.36    7.3   773.8   2.65      11.3
         MAJOR TUNEUP-SERVICED EGR VALVE

                    5  COLD TRANS   2.63   80.7   700.1   6.29      10.6
                       COLD  STAB   2.24   57.5   607.3   4.99      12.6
                       HOT  TRANS   1.38   24.9   625.2   8.96      13.3
                       75     FTP   2.08   53.4   631.3   6.34      12.3
         EGR PLGD-TIMING +5-FULL MFD VAC TO DIST-CHK HTR WRE DISC-LBI

                    6  COLD TRANS   2.19   59.2   709.1   3.49      11.0
                       COLD  STAB   1.44   53.1   716.8   1.73      11.0
                       HOT  TRANS   1.18   27.4   655.9   3.83      12.6
                       75     FTP   1.52   47.3   698.6   2.66      11.4
         LEAN BEST IDLE SET WITH AC UNIT ON

                    7  COLD TRANS   2.04   40.6   730.9   5.44      11.1
                       COLD  STAB   0.37    5.9   751.9   2.26      11.6
                       HOT  TRANS   0.42    4.2   671.0   5.88      13.1
                       75     FTP   0.73   12.6   725.5   3.90      11.9
         EGR PLUGGED
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APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

CHRYSLER

							-----GRAMS PER MILE-----				
VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
033	76	CHRY	NEWP	8	COLD	TRANS	2.78	49.7	720.8	4.10	11.0
					COLD	STAB	0.67	9.4	734.4	1.98	11.8
					HOT	TRANS	0.76	6.6	657.7	4.64	13.2
					75	FTP	1.13	16.9	710.7	3.14	12.0
		TIMING +5									
				9	COLD	TRANS	2.79	90.5	695.5	2.72	10.5
					COLD	STAB	0.13	2.2	787.9	1.65	11.2
					HOT	TRANS	0.31	3.0	689.5	3.45	12.8
					75	FTP	0.73	20.6	742.0	2.36	11.4
		CHOKE HEATER WIRE DISCONNECTED									
				0	COLD	TRANS	1.50	33.8	691.3	3.42	11.8
					COLD	STAB	0.65	4.5	675.3	2.53	13.0
					HOT	TRANS	0.57	3.8	639.9	4.05	13.7
					75	FTP	0.80	10.4	668.9	3.13	12.9
		FULL MANIFOLD VACUUM TO DISTRIBUTOR ONLY									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
034	76	FORD	STAW	1	COLD	TRANS	1.12	6.8	419.5	4.58	20.5
					COLD	STAB	0.29	1.2	413.7	3.07	21.3
					HOT	TRANS	0.62	2.3	363.4	4.80	24.1
					75	FTP	0.55	2.6	401.2	3.85	21.8
		CAPS OK-EGR VALVE APPARENTLY DIRTY									
				2	COLD	TRANS	1.05	6.7	409.8	5.41	20.9
					COLD	STAB	0.33	1.0	410.2	3.62	21.5
					HOT	TRANS	0.49	1.6	357.0	5.30	24.6
					75	FTP	0.52	2.3	395.6	4.45	22.1
		TIMING ADJUSTED									
				4	COLD	TRANS	1.21	6.6	383.2	3.36	22.3
					COLD	STAB	0.33	1.1	395.3	2.16	22.3
					HOT	TRANS	0.70	3.0	366.8	4.08	23.8
					75	FTP	0.61	2.7	385.1	2.93	22.7
		MAJOR TUNEUP WITHOUT OIL CHANGE-CLEANED EGR THOROUGHLY									
				6	COLD	TRANS	1.75	7.4	381.5	5.11	22.3
					COLD	STAB	0.32	0.9	403.5	3.36	21.9
					HOT	TRANS	0.79	2.4	341.6	5.28	25.5
					75	FTP	0.74	2.6	382.1	4.25	22.8
		EGR PLUGGED									
				7	COLD	TRANS	3.21	36.1	325.4	2.35	22.6
					COLD	STAB	2.95	41.8	324.7	1.30	22.2
					HOT	TRANS	1.93	20.3	299.9	2.64	26.3
					75	FTP	2.72	34.7	318.1	1.88	23.3
		AIR PUMP DEACTIVATED									
				8	COLD	TRANS	0.89	6.9	431.4	3.50	19.9
					COLD	STAB	0.28	0.7	405.6	2.62	21.8
					HOT	TRANS	0.52	1.9	350.2	4.03	25.0
					75	FTP	0.47	2.3	395.8	3.19	22.1
		CHOKE +3NR									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
034	76	FORD	STAW	9	COLD	TRANS	0.96	6.7	395.2	4.32	21.7
					COLD	STAB	0.35	0.7	396.2	3.22	22.3
					HOT	TRANS	0.57	1.6	339.2	4.75	25.8
					75	FTP	0.54	2.2	380.4	3.86	23.0
		+5 TIMING									
				0	COLD	TRANS	1.10	5.7	438.1	3.73	19.7
					COLD	STAB	0.69	2.4	445.0	2.31	19.7
					HOT	TRANS	0.79	1.9	376.9	3.84	23.2
					75	FTP	0.80	3.0	425.0	3.02	20.5
		IDLE RICH(1 1/2 TURNS)									
				A	COLD	TRANS	1.96	10.4	389.6	4.14	21.5
					COLD	STAB	0.30	0.9	399.8	2.91	22.1
					HOT	TRANS	0.60	2.4	345.6	4.46	25.3
					75	FTP	0.72	3.3	382.9	3.59	22.7
		4A-CLEANED EGR VALVE ORIFICE									

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----    FUEL
NO.   YR MAKE MODL SEQ TEST  TYPE     HC     CO    CO2    NOXC    ECON
----------------------------------------------------------------------
035   75 FORD PINT  1  COLD TRANS   1.57   20.6  562.5   4.23    14.8
                       COLD  STAB   0.57    1.5  544.8   3.23    16.2
                       HOT  TRANS   0.89    2.8  491.1   3.80    17.8
                       75     FTP   0.87    5.8  533.8   3.59    16.3
         CP MSG-INCMP EVAP SYS-SDV REP W/IN LINE CONN-HTD AIR INL CONN WRG

                    2  COLD TRANS   1.15   13.9  553.2   3.49    15.3
                       COLD  STAB   0.42    1.4  532.0   2.13    16.6
                       HOT  TRANS   1.08    3.0  481.9   2.89    18.1
                       75     FTP   0.75    4.4  522.7   2.62    16.7
         INSTALLED SPARK DELAY VALVE-CONNECTED HEATED AIR INLET PROPERLY

                    6  COLD TRANS   1.41   14.8  556.9   5.69    15.2
                       COLD  STAB   0.47    1.7  544.9   2.86    16.2
                       HOT  TRANS   0.84    2.6  478.4   5.12    18.3
                       75     FTP   0.77    4.7  529.2   4.06    16.5
         EGR PLUGGED

                    7  COLD TRANS   3.05   62.3  491.6   2.30    14.8
                       COLD  STAB   2.02   49.4  468.3   1.10    16.1
                       HOT  TRANS   2.02   29.2  436.6   1.69    18.2
                       75     FTP   2.23   46.5  464.4   1.51    16.3
         AIR PUMP DEACTIVATED

                    8  COLD TRANS   4.18  104.2  607.1   1.86    11.3
                       COLD  STAB   0.49    1.9  561.6   2.26    15.7
                       HOT  TRANS   0.61    3.4  517.8   3.17    16.9
                       75     FTP   1.28   23.3  559.0   2.43    14.8
         CHOKE +3NR

                    9  COLD TRANS   2.24   33.8  543.6   4.19    14.7
                       COLD  STAB   0.51    0.8  531.6   2.77    16.6
                       HOT  TRANS   0.81    2.1  479.8   3.99    18.3
                       75     FTP   0.95    7.9  520.0   3.40    16.6
         TIMING +5
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APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
035	75	FORD	PINT	0	COLD	TRANS	2.30	53.3	597.9	1.98	12.9
					COLD	STAB	0.41	6.2	629.8	1.68	13.9
					HOT	TRANS	0.79	3.6	515.4	2.45	17.0
					75	FTP	0.91	15.2	592.0	1.95	14.3
		RICH IDLE(2 FULL TURNS RICH)-TESTED AT WRONG HP SET(W/O AC)									
				C	COLD	TRANS	1.25	17.3	569.8	3.40	14.8
					COLD	STAB	0.33	1.3	581.3	2.15	15.2
					HOT	TRANS	0.77	2.8	510.0	2.99	17.2
					75	FTP	0.64	5.0	559.5	2.64	15.6
		RECALL TEST #1-CAPS OK									
036	76	FORD	MUST	1	COLD	TRANS	0.95	7.7	505.9	2.77	17.0
					COLD	STAB	0.41	0.3	466.2	1.41	19.0
					HOT	TRANS	0.48	1.3	418.0	2.93	21.1
					75	FTP	0.54	2.1	461.2	2.11	19.0
		CAPS OK									
037	76	FORD	MUST	1	COLD	TRANS	1.03	11.4	479.3	2.40	17.7
					COLD	STAB	0.44	0.3	457.7	1.39	19.3
					HOT	TRANS	0.49	1.4	417.2	2.43	21.1
					75	FTP	0.57	2.9	451.1	1.88	19.4
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
038	76	FORD	MUST	1	COLD	TRANS	2.21	16.5	544.1	4.98	15.4
					COLD	STAB	0.61	1.6	560.3	2.82	15.7
					HOT	TRANS	1.58	5.4	501.2	3.85	17.2
					75	FTP	1.21	5.7	540.8	3.55	16.0
		CAPS OK									
				3	COLD	TRANS	1.92	11.7	534.8	4.88	15.9
					COLD	STAB	0.65	2.1	542.1	2.71	16.2
					HOT	TRANS	1.32	5.1	488.0	3.94	17.7
					75	FTP	1.09	4.9	525.8	3.49	16.5
		IRPM AND ICO ADJUSTED									
				4	COLD	TRANS	1.72	16.3	529.9	4.84	15.8
					COLD	STAB	0.64	2.4	539.3	2.68	16.3
					HOT	TRANS	0.89	4.3	484.9	3.72	18.0
					75	FTP	0.93	5.8	522.5	3.41	16.6
		MAJOR TUNEUP									
				A	COLD	TRANS	1.72	15.2	537.3	4.87	15.7
					COLD	STAB	0.63	2.4	544.6	2.65	16.1
					HOT	TRANS	0.97	4.7	488.5	3.87	17.8
					75	FTP	0.95	5.7	527.8	3.44	16.4
		4A-INSPECT CARB,SPACER,EGR-TIGHTEN LOOSE VAC FITTING									
				B	COLD	TRANS	1.98	11.7	550.5	4.53	15.4
					COLD	STAB	0.61	2.1	530.2	2.52	16.6
					HOT	TRANS	1.02	4.2	489.4	3.73	17.8
					75	FTP	1.00	4.7	523.3	3.27	16.6
		4B-NEW DISTRIBUTOR-16.5 DEGREES @ 2000									
				C	COLD	TRANS	1.61	14.1	550.3	4.70	15.4
					COLD	STAB	0.59	3.3	565.5	1.76	15.5
					HOT	TRANS	1.10	4.2	503.7	3.50	17.3
					75	FTP	0.94	5.8	545.5	2.84	15.9
		4C-NEW CARBURETOR									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
039	76	FORD	GRAN	1	COLD	TRANS	1.05	4.9	623.1	2.54	14.0
					COLD	STAB	0.41	0.0	543.4	2.19	16.3
					HOT	TRANS	0.74	0.6	532.4	2.48	16.6
					75	FTP	0.63	1.2	556.8	2.34	15.8
		CAPS OK									
				6	COLD	TRANS	2.19	47.7	540.0	7.70	14.3
					COLD	STAB	2.79	51.9	485.0	6.00	15.4
					HOT	TRANS	1.78	28.9	487.9	7.52	16.5
					75	FTP	2.39	44.7	497.1	6.77	15.4
		VAC LINE TO EGR AND AIR PUMP DISCONNECTED									
040	76	FORD	GRAN	1	COLD	TRANS	1.10	16.2	533.3	2.51	15.8
					COLD	STAB	0.58	2.6	546.8	1.18	16.1
					HOT	TRANS	0.85	5.1	485.1	2.28	17.9
					75	FTP	0.76	6.1	527.2	1.76	16.5
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
041	76	FORD	GRAN	1	COLD	TRANS	1.05	5.9	463.5	2.64	18.6
					COLD	STAB	0.62	0.0	473.9	1.73	18.6
					HOT	TRANS	0.61	0.8	406.6	2.62	21.7
					75	FTP	0.71	1.4	453.4	2.16	19.4
		CAPS OK									
				6	COLD	TRANS	1.18	4.3	446.8	6.41	19.4
					COLD	STAB	0.62	0.2	450.3	4.23	19.6
					HOT	TRANS	0.64	1.3	397.4	6.15	22.1
					75	FTP	0.74	1.3	435.2	5.20	20.2
		EGR PLUGGED									
				7	COLD	TRANS	2.84	24.8	409.9	2.43	19.4
					COLD	STAB	1.96	23.0	394.4	1.42	20.3
					HOT	TRANS	1.54	15.4	363.1	2.29	22.6
					75	FTP	2.03	21.3	389.0	1.87	20.7
		AIR PUMP DISCONNECTED									
				8	COLD	TRANS	1.49	14.1	447.9	2.69	18.7
					COLD	STAB	0.64	0.1	467.2	1.90	18.9
					HOT	TRANS	0.77	1.0	406.4	2.69	21.6
					75	FTP	0.85	3.2	446.6	2.28	19.5
		CHOKE +3NR									
				9	COLD	TRANS	2.10	6.6	475.3	3.40	18.0
					COLD	STAB	0.67	0.6	483.2	2.36	18.3
					HOT	TRANS	0.79	1.0	421.2	3.42	20.9
					75	FTP	1.00	2.0	464.7	2.86	18.8
		TIMING +5									
				0	COLD	TRANS	1.78	7.1	483.5	2.66	17.7
					COLD	STAB	1.36	0.1	512.6	1.72	17.2
					HOT	TRANS	0.91	0.8	434.8	2.59	20.2
					75	FTP	1.33	1.7	485.4	2.15	18.0
		RICH IDLE									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

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                                                                        MPG
VEH                                      -----GRAMS PER MILE-----      FUEL
NO.  YR MAKE MODL SEQ TEST   TYPE    HC      CO      CO2     NOXC     ECON
----------------------------------------------------------------------------
042  76 FORD GRAN  1  COLD  TRANS   0.89    13.3    542.4    7.02     15.7
                      COLD   STAB   0.11     1.2    517.2    5.64     17.1
                      HOT   TRANS   0.40     3.7    499.4    8.21     17.5
                      75      FTP   0.35     4.4    517.5    6.62     16.9
        CAPS OK-EGR LINE DISCONNECTED

                   2  COLD  TRANS   0.85     5.8    657.2    1.89     13.3
                      COLD   STAB   0.33     0.0    555.8    1.53     15.9
                      HOT   TRANS   0.73     0.5    561.4    2.19     15.7
                      75      FTP   0.55     1.4    578.2    1.78     15.2
        EGR LINE RECONNECTED

043  76 FORD GRAN  1  COLD  TRANS   0.88     5.9    618.0    3.02     14.1
                      COLD   STAB   0.29     0.0    538.1    2.67     16.5
                      HOT   TRANS   0.75     0.3    528.4    3.01     16.7
                      75      FTP   0.54     1.3    551.9    2.83     16.0
        CAPS OK

044  76 FORD GRAN  1  COLD  TRANS   2.06    14.7    568.8    3.12     14.8
                      COLD   STAB   0.69     0.4    544.3    2.60     16.2
                      HOT   TRANS   1.06     3.4    525.3    2.94     16.6
                      75      FTP   1.07     4.1    544.2    2.80     16.0
        CAPS OK-HEATED AND FRESH AIR TUBES DISCONNECTED

                   2  COLD  TRANS   2.52    17.3    572.4    3.15     14.6
                      COLD   STAB   0.71     0.3    545.3    2.40     16.2
                      HOT   TRANS   1.11     2.5    529.3    3.00     16.5
                      75      FTP   1.19     4.4    546.5    2.72     15.9
        TUBES RECONNECTED

045  76 FORD GRAN  1  COLD  TRANS   1.51     7.7    638.6    3.33     13.5
                      COLD   STAB   0.73     0.3    626.7    2.68     14.1
                      HOT   TRANS   1.13     3.0    568.3    3.23     15.4
                      75      FTP   1.00     2.6    613.2    2.97     14.3
        CAPS OK
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APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
046	75	FORD	GRAN	1	COLD	TRANS	1.62	27.4	782.4	3.24	10.7
					COLD	STAB	1.16	32.7	763.8	1.72	10.8
					HOT	TRANS	1.33	17.7	684.3	3.14	12.4
					75	FTP	1.30	27.5	745.9	2.42	11.2
		CAPS MISSING									
				3	COLD	TRANS	1.63	13.4	823.8	3.44	10.4
					COLD	STAB	1.22	6.0	833.0	1.92	10.5
					HOT	TRANS	1.35	5.8	731.9	3.07	11.9
					75	FTP	1.34	7.5	803.5	2.54	10.8
		ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
047	75	FORD	ELIT	1	COLD	TRANS	1.40	31.0	766.8	2.71	10.8
					COLD	STAB	0.90	25.3	736.4	1.54	11.4
					HOT	TRANS	0.92	11.6	680.8	3.31	12.6
					75	FTP	1.01	22.8	727.5	2.26	11.6
		CAPS MISSING-CHOKE PULL OFF DIAPHRAGM LEAKS									
				4	COLD	TRANS	1.50	19.3	730.2	3.18	11.6
					COLD	STAB	1.10	6.7	729.9	2.29	11.9
					HOT	TRANS	1.20	3.6	652.5	3.82	13.4
					75	FTP	1.21	8.4	708.8	2.89	12.2
		MAJOR TUNEUP-REPLACED CHOKE PULL OFF UNIT									
				6	COLD	TRANS	1.57	24.7	736.7	4.89	11.4
					COLD	STAB	1.08	9.7	720.1	3.68	12.0
					HOT	TRANS	1.16	5.3	651.3	7.53	13.4
					75	FTP	1.20	11.6	704.7	4.98	12.2
		EGR DISABLED									
				7	COLD	TRANS	1.54	17.4	742.2	3.29	11.5
					COLD	STAB	1.24	4.9	720.8	2.22	12.1
					HOT	TRANS	1.58	2.9	658.3	3.68	13.3
					75	FTP	1.40	6.9	708.2	2.84	12.3
		LEAN BEST IDLE									
				8	COLD	TRANS	1.62	34.2	764.4	2.67	10.8
					COLD	STAB	0.85	36.9	824.0	1.46	10.0
					HOT	TRANS	1.06	16.6	694.0	3.21	12.3
					75	FTP	1.06	30.8	776.2	2.19	10.7
		RICH BEST IDLE									
048	76	FORD	ELIT	1	COLD	TRANS	2.90	26.0	712.8	3.12	11.6
					COLD	STAB	0.98	7.0	609.4	2.77	14.2
					HOT	TRANS	1.48	8.8	639.2	2.92	13.5
					75	FTP	1.51	11.4	638.8	2.88	13.4
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
049	75	FORD	TORI	1	COLD	TRANS	0.83	10.9	914.8	4.42	9.5
					COLD	STAB	0.83	7.6	902.0	2.87	9.7
					HOT	TRANS	0.70	5.8	773.5	4.34	11.3
					75	FTP	0.80	7.8	869.6	3.59	10.0
		CAPS MISSING-EGR LINE DISCONNECTED									
				2	COLD	TRANS	1.02	11.3	830.0	3.60	10.4
					COLD	STAB	0.68	6.0	807.9	1.91	10.8
					HOT	TRANS	0.83	5.3	734.4	3.09	11.9
					75	FTP	0.79	6.9	792.4	2.58	11.0
		EGR LINE RECONNECTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

							-----GRAMS PER MILE-----				MPG
VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	FUEL ECON
050	76	FORD	ELIT	1	COLD	TRANS	2.48	26.8	684.6	3.98	12.1
					COLD	STAB	1.08	9.6	690.8	3.48	12.5
					HOT	TRANS	1.03	5.7	615.5	4.16	14.1
					75	FTP	1.36	12.1	669.0	3.77	12.8
		CAPS OK-TIMING +3									
				2	COLD	TRANS	1.62	17.4	699.9	4.11	12.1
					COLD	STAB	1.03	8.7	683.5	3.21	12.7
					HOT	TRANS	1.03	5.4	616.6	3.99	14.1
					75	FTP	1.15	9.6	668.6	3.61	12.9
		TIMING ADJUSTED									
				3	COLD	TRANS	1.73	16.8	684.0	3.83	12.4
					COLD	STAB	1.10	5.5	671.0	2.94	13.0
					HOT	TRANS	1.19	5.4	611.5	3.72	14.2
					75	FTP	1.25	7.8	657.4	3.34	13.2
		ICO ADJUSTED									
				4	COLD	TRANS	1.79	19.3	651.6	3.80	12.9
					COLD	STAB	1.15	6.4	678.1	3.01	12.8
					HOT	TRANS	1.24	5.0	601.5	3.63	14.5
					75	FTP	1.31	8.7	651.7	3.34	13.3
		MAJOR TUNEUP									
				6	COLD	TRANS	1.81	15.6	674.5	9.05	12.6
					COLD	STAB	1.19	8.4	666.4	5.49	13.0
					HOT	TRANS	1.26	7.1	608.1	9.11	14.2
					75	FTP	1.33	9.5	652.1	7.21	13.2
		DISABLED EGR									
				7	COLD	TRANS	2.20	21.5	674.1	5.11	12.4
					COLD	STAB	1.25	5.2	655.5	4.13	13.3
					HOT	TRANS	1.29	3.5	603.9	5.01	14.5
					75	FTP	1.46	8.1	645.3	4.57	13.4
		TIMING +5									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
050	76	FORD	ELIT	8	COLD	TRANS	1.95	16.5	678.8	10.51	12.5
					COLD	STAB	1.32	8.9	666.4	6.25	13.0
					HOT	TRANS	1.37	7.9	613.4	10.70	14.1
					75	FTP	1.47	10.2	654.5	8.34	13.1
		DISABLED EGR-TIMING +5									
				9	COLD	TRANS	2.37	28.1	652.6	3.59	12.6
					COLD	STAB	1.43	15.3	661.7	3.22	12.9
					HOT	TRANS	1.46	10.7	604.8	3.77	14.2
					75	FTP	1.63	16.7	644.3	3.45	13.1
		AIR PUMP BELT REMOVED									
051	76	FORD	STAW	1	COLD	TRANS	1.46	40.5	1005.6	0.71	8.3
					COLD	STAB	0.31	4.4	996.3	1.04	8.8
					HOT	TRANS	0.64	15.5	862.4	0.90	10.0
					75	FTP	0.64	14.8	961.7	0.93	9.0
		CAPS OK-TIMING -3									
				2	COLD	TRANS	0.96	18.8	790.8	1.67	10.8
					COLD	STAB	0.32	0.1	709.0	2.07	12.5
					HOT	TRANS	0.54	8.5	632.0	2.31	13.7
					75	FTP	0.51	6.2	704.8	2.05	12.4
		TIMING ADJUSTED									
052	76	FORD	TORI	1	COLD	TRANS	1.73	22.0	784.7	1.78	10.8
					COLD	STAB	0.90	1.1	735.9	1.80	12.0
					HOT	TRANS	1.05	11.2	669.8	2.42	12.8
					75	FTP	1.11	8.2	727.9	1.96	11.9
		CAPS MISSING-CHOKE 3NL-TIMING -3									
				2	COLD	TRANS	1.73	20.7	763.5	2.23	11.1
					COLD	STAB	0.97	1.0	737.1	2.34	12.0
					HOT	TRANS	1.20	8.0	672.4	2.87	12.9
					75	FTP	1.19	7.0	724.9	2.46	12.0
		TIMING ADJUSTED-CHOKE ADJUSTED									
053	76	FORD	LTD	1	COLD	TRANS	1.57	17.3	718.6	2.26	11.8
					COLD	STAB	1.00	11.9	694.3	2.56	12.4
					HOT	TRANS	1.25	9.8	636.6	2.77	13.5
					75	FTP	1.18	12.4	683.6	2.56	12.6
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
054	76	FORD	LTD	1	COLD	TRANS	0.96	23.7	760.4	1.19	11.1
					COLD	STAB	0.29	0.3	679.7	1.47	13.0
					HOT	TRANS	0.70	8.1	640.3	1.59	13.5
					75	FTP	0.54	7.2	685.6	1.45	12.7
		CAPS OK									
055	76	FORD	LTD	1	COLD	TRANS	1.72	39.8	775.1	1.88	10.5
					COLD	STAB	0.59	21.3	766.8	1.60	11.1
					HOT	TRANS	0.79	19.3	680.5	2.47	12.4
					75	FTP	0.88	24.6	745.0	1.90	11.3
		CAPS MISSING-HEATED AIR DOOR VACUUM DIAPHRAGM LEAKS									
				3	COLD	TRANS	1.03	14.8	760.1	2.68	11.3
					COLD	STAB	0.45	0.5	700.4	2.69	12.6
					HOT	TRANS	0.87	9.6	656.4	3.22	13.2
					75	FTP	0.69	5.9	700.7	2.83	12.5
		ICO ADJUSTED									
056	76	FORD	STAW	1	COLD	TRANS	1.25	18.1	797.9	1.78	10.7
					COLD	STAB	0.38	0.9	765.9	1.85	11.5
					HOT	TRANS	0.71	6.1	690.6	2.49	12.6
					75	FTP	0.65	5.8	752.0	2.01	11.6
		CAPS MISSING-HEATED AIR TUBE NOT CONNECTED PROPERLY									
				2	COLD	TRANS	1.03	17.6	795.4	1.89	10.7
					COLD	STAB	0.37	0.5	795.3	2.27	11.1
					HOT	TRANS	0.55	6.0	717.0	2.76	12.2
					75	FTP	0.55	5.5	774.0	2.33	11.3
		RECONNECTED HEATED AIR TUBE									
057	76	FORD	STAW	1	COLD	TRANS	0.72	8.4	841.8	1.78	10.4
					COLD	STAB	0.37	0.6	771.9	1.94	11.5
					HOT	TRANS	0.46	4.2	711.6	2.49	12.3
					75	FTP	0.46	3.2	769.8	2.06	11.4
		CAPS MISSING									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

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                                                                    MPG
VEH                                   -----GRAMS PER MILE-----     FUEL
NO.   YR MAKE MODL SEQ TEST   TYPE     HC      CO      CO2   NOXC  ECON
-----------------------------------------------------------------------
058   76 MERC MONA  1  COLD  TRANS   1.34     9.5   660.2   2.36  13.1
                       COLD   STAB   0.34     0.0   581.4   2.28  15.2
                       HOT   TRANS   0.57     0.4   553.7   2.46  16.0
                       75      FTP   0.61     2.1   590.0   2.35  14.9
         CAPS OK

059   76 FORD GRAN  1  COLD  TRANS   1.54    10.7   668.9   2.44  12.8
                       COLD   STAB   0.67     0.5   609.2   1.38  14.5
                       HOT   TRANS   1.44     4.7   586.8   1.95  14.8
                       75      FTP   1.06     3.8   615.4   1.75  14.2
         CAPS OK-CHOKE 3NL-TIMING -6

                    2  COLD  TRANS   1.94     6.6   614.5   2.55  14.1
                       COLD   STAB   0.70     0.5   560.9   1.50  15.7
                       HOT   TRANS   1.06     2.6   552.7   2.08  15.8
                       75      FTP   1.05     2.3   569.7   1.88  15.4
         TIMING ADJUSTED-CHOKE ADJUSTED

                    6  COLD  TRANS   1.46     9.4   635.4   8.18  13.6
                       COLD   STAB   0.68     0.4   574.5   6.00  15.4
                       HOT   TRANS   0.84     2.3   564.2   8.78  15.6
                       75      FTP   0.88     2.8   584.2   7.21  15.0
         EGR LINE PLUGGED

060   76 MERC MONA  1  COLD  TRANS   1.37     9.4   637.8   2.64  13.5
                       COLD   STAB   0.64     0.3   601.4   1.68  14.7
                       HOT   TRANS   0.88     2.3   577.4   2.31  15.2
                       75      FTP   0.86     2.7   602.3   2.05  14.6
         CAPS OK

061   76 MERC COUG  1  COLD  TRANS   1.60    21.5   696.8   3.25  12.1
                       COLD   STAB   0.97    13.4   691.6   2.30  12.4
                       HOT   TRANS   1.00     7.3   619.9   2.97  14.0
                       75      FTP   1.11    13.4   673.1   2.68  12.7
         CAPS MISSING
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APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
062	76	MERC	STAW	1	COLD	TRANS	0.99	21.6	828.1	2.39	10.3
					COLD	STAB	0.41	0.2	740.1	3.82	12.0
					HOT	TRANS	0.64	4.8	686.4	3.64	12.8
					75	FTP	0.59	5.8	743.6	3.47	11.8
		CAPS OK-EGR TRANSDUCER BROKEN									
				4	COLD	TRANS	0.92	14.1	806.0	2.21	10.7
					COLD	STAB	0.49	0.2	727.0	2.95	12.2
					HOT	TRANS	0.81	5.2	668.7	2.92	13.1
					75	FTP	0.67	4.4	727.4	2.79	12.1
		MAJOR TUNEUP-EGR TRANSDUCER REPAIRED									
				5	COLD	TRANS	4.63	136.2	645.7	2.96	10.1
					COLD	STAB	4.72	185.2	599.8	3.18	9.8
					HOT	TRANS	3.21	93.3	601.4	3.86	11.7
					75	FTP	4.29	150.0	609.7	3.32	10.3
		CHOKE 3NR-TIMING+5,RICH IDLE(3 1/2)-DEACT EGR AND AIR PUMP									
				6	COLD	TRANS	2.29	69.5	700.9	2.35	10.9
					COLD	STAB	0.43	2.6	694.5	3.37	12.7
					HOT	TRANS	0.89	15.6	627.8	3.27	13.5
					75	FTP	0.94	19.9	677.6	3.13	12.5
		AIR PUMP DEACTIVATED									
				7	COLD	TRANS	1.48	37.1	812.1	1.71	10.1
					COLD	STAB	0.45	0.2	726.1	2.52	12.2
					HOT	TRANS	0.63	3.5	681.9	2.72	12.9
					75	FTP	0.71	8.7	731.7	2.41	11.9
		RICH IDLE									
				8	COLD	TRANS	1.07	15.2	786.1	2.76	10.9
					COLD	STAB	0.65	0.2	704.6	3.47	12.6
					HOT	TRANS	0.94	2.9	658.9	3.63	13.3
					75	FTP	0.81	4.0	708.9	3.37	12.4
		TIMING +5									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
062	76	MERC	STAW	9	COLD	TRANS	1.63	23.2	772.8	7.98	10.9
					COLD	STAB	0.48	0.2	720.5	7.42	12.3
					HOT	TRANS	0.76	4.2	674.7	9.51	13.0
					75	FTP	0.79	6.0	718.8	8.11	12.1
		EGR DISABLED									
063	76	MERC	MARQ	1	COLD	TRANS	1.93	32.1	773.8	2.06	10.7
					COLD	STAB	1.61	49.2	691.0	2.06	11.5
					HOT	TRANS	1.34	23.1	675.4	2.86	12.4
					75	FTP	1.60	38.6	703.8	2.28	11.5
		CAPS MISSING									
				3	COLD	TRANS	2.10	26.9	768.9	1.93	10.9
					COLD	STAB	1.72	12.4	685.4	2.26	12.5
					HOT	TRANS	1.88	11.5	642.6	2.82	13.3
					75	FTP	1.85	15.1	690.9	2.34	12.3
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	2.08	31.3	785.4	2.00	10.6
					COLD	STAB	1.63	13.7	695.0	2.35	12.3
					HOT	TRANS	1.36	8.8	650.6	3.06	13.3
					75	FTP	1.65	16.0	701.5	2.47	12.1
		MAJOR TUNEUP-ULTIMATELY DISCOVERED DAMAGE TO IDLE SCREWS & SEATS									
				A	COLD	TRANS	1.51	15.5	769.7	2.38	11.1
					COLD	STAB	1.71	13.7	690.5	2.37	12.4
					HOT	TRANS	1.62	9.8	631.5	2.93	13.6
					75	FTP	1.65	13.0	690.7	2.53	12.4
		REPLACED SPARK PLUG WIRES									
064	76	MERC	MARQ	1	COLD	TRANS	1.83	18.5	814.2	2.26	10.5
					COLD	STAB	0.67	0.1	776.8	2.26	11.4
					HOT	TRANS	1.26	8.6	699.3	2.70	12.4
					75	FTP	1.07	6.2	763.4	2.38	11.4
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

FORD

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
065	76	LINC	MRK4	1	COLD	TRANS	1.71	15.8	1029.7	0.87	8.4
					COLD	STAB	0.29	0.4	907.9	1.52	9.8
					HOT	TRANS	0.74	3.4	867.2	1.31	10.1
					75	FTP	0.71	4.4	921.8	1.33	9.5
		CAPS MISSING-HEATED AIR HOSE NOT CONNECTED-CHOKE 2NL									
				2	COLD	TRANS	1.50	21.0	1028.0	0.79	8.3
					COLD	STAB	0.33	4.1	933.7	0.96	9.4
					HOT	TRANS	0.85	10.3	875.8	0.90	9.9
					75	FTP	0.71	9.3	937.3	0.91	9.3
		HEATED AIR HOSE RECONNECTED-CHOKE ADJUSTED									
066	76	LINC	CONT	1	COLD	TRANS	0.60	5.0	825.7	2.04	10.6
					COLD	STAB	0.15	0.2	770.1	2.30	11.5
					HOT	TRANS	1.02	2.5	711.9	2.90	12.3
					75	FTP	0.48	1.8	765.7	2.41	11.5
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
067	76	BUIC	SKYL	1	COLD	TRANS	1.35	22.4	515.3	8.86	16.0
					COLD	STAB	0.20	1.9	491.2	7.33	17.9
					HOT	TRANS	0.56	4.1	463.7	9.76	18.8
					75	FTP	0.53	6.8	488.7	8.31	17.7
		CAPS OK-TIMING+4-LINE TO EGR PLUGGED									
				2	COLD	TRANS	1.26	20.6	543.8	4.89	15.3
					COLD	STAB	0.11	0.6	519.2	2.53	17.1
					HOT	TRANS	0.34	2.0	484.3	3.76	18.2
					75	FTP	0.41	5.1	514.7	3.35	16.9
		TIMING ADJUSTED-RECONNECTED EGR									
				3	COLD	TRANS	1.05	14.0	543.6	4.82	15.6
					COLD	STAB	0.10	0.4	517.2	2.46	17.1
					HOT	TRANS	0.30	1.6	478.9	3.56	18.4
					75	FTP	0.35	3.5	512.2	3.25	17.1
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	1.27	14.0	534.5	4.85	15.8
					COLD	STAB	0.13	0.7	513.6	2.27	17.2
					HOT	TRANS	0.33	1.3	488.4	3.32	18.1
					75	FTP	0.42	3.6	511.0	3.09	17.1
		MAJOR TUNE UP-FILTER CLEANED-ALT BELT ADJ-MFD VAC FTG TIGHTENED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
068	76	BUIC	SKYL	1	COLD	TRANS	1.25	6.4	574.4	2.92	15.1
					COLD	STAB	0.15	0.2	532.1	2.22	16.7
					HOT	TRANS	0.42	1.1	507.9	3.15	17.4
					75	FTP	0.45	1.7	534.2	2.62	16.5
		CAPS OK									
				5	COLD	TRANS	1.88	20.5	550.0	9.52	15.1
					COLD	STAB	0.27	0.2	515.7	7.67	17.2
					HOT	TRANS	0.79	1.7	489.8	10.30	17.9
					75	FTP	0.75	4.8	515.7	8.77	16.9
		TIMING+5-CHOKE 3NR-FULL VAC TO DIST-EGR PLUGGED									
				6	COLD	TRANS	1.44	7.3	568.7	3.56	15.2
					COLD	STAB	0.22	0.3	515.6	2.71	17.2
					HOT	TRANS	0.44	1.1	500.7	3.72	17.6
					75	FTP	0.53	1.9	522.5	3.16	16.8
		TIMING +5									
				7	COLD	TRANS	1.74	18.0	567.3	2.84	14.8
					COLD	STAB	0.14	0.3	533.1	2.20	16.6
					HOT	TRANS	0.33	1.2	506.8	2.89	17.4
					75	FTP	0.52	4.2	532.9	2.52	16.4
		CHOKE +3NR									
				8	COLD	TRANS	1.37	8.1	550.9	8.63	15.6
					COLD	STAB	0.22	0.4	524.4	6.15	16.9
					HOT	TRANS	0.51	1.1	499.3	9.04	17.7
					75	FTP	0.54	2.2	523.0	7.45	16.8
		EGR PLUGGED									
				0	COLD	TRANS	1.35	6.7	593.3	3.51	14.6
					COLD	STAB	0.19	0.1	520.3	3.10	17.0
					HOT	TRANS	0.44	1.7	522.5	3.62	16.9
					75	FTP	0.50	1.9	535.9	3.33	16.4
		FULL VAC ADVANCE TO DISTRIBUTOR									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
069	76	BUIC	LESA	1	COLD	TRANS	1.28	26.3	719.0	4.07	11.6
					COLD	STAB	0.15	3.7	681.9	1.94	12.9
					HOT	TRANS	0.28	6.0	643.9	3.50	13.6
					75	FTP	0.42	9.0	679.2	2.81	12.8
		CAPS OK,EGR-EFE TVV OPENS TO LATE									
				2	COLD	TRANS	1.32	24.0	760.2	4.15	11.1
					COLD	STAB	0.13	2.5	714.2	2.03	12.4
					HOT	TRANS	0.24	3.4	664.7	3.90	13.2
					75	FTP	0.41	7.2	710.2	2.98	12.3
		RESET TIMING TO EXACT SPEC									
070	76	BUIC	LESA	1	COLD	TRANS	1.66	42.9	732.1	4.88	11.0
					COLD	STAB	1.36	36.5	689.8	2.39	11.8
					HOT	TRANS	1.38	25.2	661.4	4.24	12.6
					75	FTP	1.43	34.7	690.8	3.41	11.8
		CAPS MISSING									
				3	COLD	TRANS	0.77	16.8	819.5	3.03	10.5
					COLD	STAB	0.09	3.2	779.9	1.52	11.3
					HOT	TRANS	0.50	6.7	718.9	2.70	12.1
					75	FTP	0.34	6.9	771.4	2.15	11.3
		ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
071	76	BUIC	STAW	1	COLD	TRANS	1.27	15.0	858.3	4.41	10.0
					COLD	STAB	0.61	13.7	833.2	1.30	10.4
					HOT	TRANS	1.89	28.8	732.3	2.72	11.3
					75	FTP	1.09	18.1	810.8	2.33	10.5
		CAPS OK-TIMING -4									
				2	COLD	TRANS	1.45	7.0	829.8	5.65	10.5
					COLD	STAB	0.31	3.5	784.0	1.68	11.2
					HOT	TRANS	1.16	8.9	727.4	3.85	11.9
					75	FTP	0.78	5.7	778.0	3.09	11.2
		ADJUSTED TIMING									
				5	COLD	TRANS	2.21	22.1	796.5	12.43	10.6
					COLD	STAB	0.55	7.2	739.3	6.37	11.8
					HOT	TRANS	1.13	9.3	713.7	10.78	12.1
					75	FTP	1.05	10.8	744.1	8.82	11.6
		TIMING+5-CHOKE 3NR-EGR PLUGGED-FULL VAC ADVANCE TO DIST									
				6	COLD	TRANS	1.33	7.4	827.2	6.06	10.5
					COLD	STAB	0.41	5.5	775.8	1.82	11.3
					HOT	TRANS	1.27	12.9	717.2	3.89	12.0
					75	FTP	0.83	7.9	770.4	3.26	11.3
		TIMING+5									
				7	COLD	TRANS	2.01	42.6	830.8	4.24	9.8
					COLD	STAB	0.44	7.2	801.7	1.38	10.9
					HOT	TRANS	0.95	15.4	750.9	3.48	11.4
					75	FTP	0.90	16.7	793.8	2.54	10.8
		CHOKE +3NR									
				8	COLD	TRANS	1.15	6.3	829.3	11.18	10.5
					COLD	STAB	0.35	3.8	790.4	5.58	11.1
					HOT	TRANS	1.28	9.7	736.1	8.82	11.8
					75	FTP	0.77	5.9	783.6	7.62	11.2
		EGR PLUGGED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
071	76	BUIC	STAW	0	COLD	TRANS	1.35	9.3	818.0	4.50	10.6
					COLD	STAB	0.40	3.7	765.1	1.75	11.5
					HOT	TRANS	1.22	11.8	708.3	3.58	12.1
					75	FTP	0.82	7.1	760.5	2.82	11.5
		FULL VAC TO DISTRIBUTOR									
072	76	CADI	DEVI	1	COLD	TRANS	1.86	16.6	838.6	2.30	10.2
					COLD	STAB	0.19	1.0	790.2	1.67	11.2
					HOT	TRANS	0.43	2.9	717.2	2.36	12.3
					75	FTP	0.60	4.7	780.2	1.99	11.2
		CAPS OK									
073	76	CADI	DEVI	1	COLD	TRANS	2.00	18.2	804.8	2.39	10.6
					COLD	STAB	0.28	1.7	755.9	2.11	11.7
					HOT	TRANS	0.34	3.0	692.6	2.43	12.7
					75	FTP	0.65	5.4	748.7	2.25	11.7
		CAPS OK									
074	76	CHEV	CHET	1	COLD	TRANS	1.65	18.3	315.9	4.35	25.4
					COLD	STAB	0.24	4.8	348.1	3.98	24.9
					HOT	TRANS	0.46	8.5	297.9	4.50	28.4
					75	FTP	0.59	8.6	327.8	4.20	25.9
		CAPS OK									
				3	COLD	TRANS	1.97	24.5	296.6	3.87	26.0
					COLD	STAB	0.59	9.9	305.3	3.32	27.5
					HOT	TRANS	0.66	9.8	282.4	3.96	29.6
					75	FTP	0.89	12.9	297.3	3.61	27.7
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	2.22	24.6	299.6	3.48	25.7
					COLD	STAB	0.64	12.7	320.6	2.98	25.9
					HOT	TRANS	0.87	14.6	288.0	3.38	28.3
					75	FTP	1.03	15.7	307.4	3.19	26.5
		MAJOR TUNEUP									

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
075	76	CHEV	STAW	1	COLD	TRANS	1.66	36.0	743.4	7.76	11.0
					COLD	STAB	1.26	31.6	702.0	4.59	11.7
					HOT	TRANS	1.08	17.9	658.3	7.72	12.9
					75	FTP	1.29	28.8	698.6	6.09	11.9
		CAPS MISSING-EGR LINE PLUGGED									
				2	COLD	TRANS	1.95	35.5	745.7	5.03	11.0
					COLD	STAB	1.21	29.0	700.6	2.30	11.8
					HOT	TRANS	1.12	14.7	655.0	4.49	13.0
					75	FTP	1.34	26.4	697.4	3.46	11.9
		EGR UNPLUGGED									
				3	COLD	TRANS	0.82	7.5	769.1	3.63	11.3
					COLD	STAB	0.11	1.2	723.0	1.79	12.2
					HOT	TRANS	0.23	2.6	661.6	3.47	13.3
					75	FTP	0.29	2.9	715.7	2.63	12.3
		IRPM AND ICO ADJUSTED									
076	76	CHEV	MONZ	1	COLD	TRANS	2.34	33.1	462.8	2.31	17.0
					COLD	STAB	0.17	2.4	424.9	0.96	20.7
					HOT	TRANS	0.22	2.3	422.9	2.06	20.8
					75	FTP	0.63	8.7	432.1	1.54	19.8
		CAPS OK									
077	76	CHEV	CAMA	1	COLD	TRANS	1.23	9.7	531.9	3.18	16.1
					COLD	STAB	0.10	0.0	486.6	1.71	18.2
					HOT	TRANS	0.22	1.0	459.5	2.40	19.2
					75	FTP	0.37	2.3	488.5	2.20	18.0
		CAPS OK									
078	76	CHEV	NOVA	1	COLD	TRANS	1.08	6.7	591.9	3.59	14.6
					COLD	STAB	0.12	0.0	593.2	1.74	15.0
					HOT	TRANS	0.31	0.4	533.1	3.04	16.6
					75	FTP	0.37	1.5	576.6	2.47	15.3
		CAPS OK									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
079	76	CHEV	CAMA	1	COLD	TRANS	1.26	6.2	595.4	4.07	14.6
					COLD	STAB	0.16	0.2	569.1	1.82	15.6
					HOT	TRANS	0.26	1.0	521.0	3.47	17.0
					75	FTP	0.41	1.6	561.4	2.73	15.7
		CAPS OK									
080	76	CHEV	CAMA	1	COLD	TRANS	2.23	40.5	641.1	3.60	12.5
					COLD	STAB	3.00	81.4	551.4	1.24	12.9
					HOT	TRANS	2.05	42.9	541.3	2.59	14.4
					75	FTP	2.58	62.5	567.1	2.09	13.2
		CAPS MISSING									
				3	COLD	TRANS	1.21	13.0	666.0	3.82	12.9
					COLD	STAB	0.28	4.1	622.7	1.20	14.1
					HOT	TRANS	0.65	7.1	575.9	2.61	15.1
					75	FTP	0.57	6.8	618.9	2.12	14.1
		ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
							-----GRAMS	PER	MILE-----		
081	76	CHEV	MONT	1	COLD	TRANS	1.67	28.1	594.5	3.28	13.8
					COLD	STAB	0.14	1.2	623.5	1.75	14.2
					HOT	TRANS	0.17	2.6	537.0	3.09	16.4
					75	FTP	0.46	7.1	593.9	2.43	14.6
		CAPS OK									
				5	COLD	TRANS	3.27	80.5	548.2	6.27	13.0
					COLD	STAB	0.13	1.4	563.8	4.52	15.7
					HOT	TRANS	0.21	3.2	514.0	6.87	17.1
					75	FTP	0.80	18.2	547.0	5.52	15.4
		TIMING +5,CHOKE 3NR-EGR PLUGGED									
				6	COLD	TRANS	1.45	16.0	579.9	4.91	14.6
					COLD	STAB	0.12	1.7	561.6	2.28	15.7
					HOT	TRANS	0.18	2.7	512.6	4.17	17.1
					75	FTP	0.41	4.9	552.0	3.34	15.8
		TIMING +5									
				7	COLD	TRANS	2.36	58.4	579.7	3.50	13.1
					COLD	STAB	0.12	0.5	602.8	1.98	14.7
					HOT	TRANS	0.14	0.9	535.5	3.49	16.5
					75	FTP	0.59	12.6	579.7	2.70	14.8
		CHOKE +3NR									
				8	COLD	TRANS	1.24	14.1	595.3	6.18	14.3
					COLD	STAB	0.05	0.2	586.1	3.79	15.1
					HOT	TRANS	0.37	2.3	527.1	5.97	16.7
					75	FTP	0.38	3.6	571.9	4.87	15.3
		EGR PLUGGED									
082	76	CHEV	MONT	1	COLD	TRANS	1.57	19.3	594.3	3.91	14.1
					COLD	STAB	0.45	4.6	594.0	2.19	14.7
					HOT	TRANS	0.33	5.6	524.8	3.32	16.6
					75	FTP	0.65	7.9	575.2	2.85	15.1
		CAPS OK-BOTH NUTS MSG ON EFE-UPPER RAD HOSE LEAKS									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
083	76	CHEV	MALI	1	COLD	TRANS	1.24	21.9	683.6	3.03	12.3
					COLD	STAB	0.21	4.3	713.4	1.96	12.3
					HOT	TRANS	0.41	2.2	604.8	2.82	14.6
					75	FTP	0.48	7.4	677.6	2.42	12.8
		CAPS OK									
				5	COLD	TRANS	3.34	85.6	566.5	5.53	12.5
					COLD	STAB	2.43	59.7	558.2	2.81	13.5
					HOT	TRANS	1.51	24.8	533.4	6.01	15.4
					75	FTP	2.37	55.5	553.1	4.24	13.7
		TIMING +5-CHOKE 3NR-EGR PLUGGED									
				6	COLD	TRANS	1.30	18.5	629.8	3.42	13.4
					COLD	STAB	0.52	11.0	629.3	1.57	13.7
					HOT	TRANS	0.40	4.2	566.0	3.15	15.5
					75	FTP	0.65	10.7	612.1	2.38	14.1
		TIMING+5									
				7	COLD	TRANS	1.65	37.8	642.4	2.91	12.6
					COLD	STAB	0.55	12.8	640.5	1.39	13.4
					HOT	TRANS	0.54	3.7	593.8	2.87	14.8
					75	FTP	0.78	15.5	628.1	2.10	13.6
		CHOKE +3NR									
				8	COLD	TRANS	2.82	31.0	626.7	5.02	13.0
					COLD	STAB	0.81	17.4	614.5	2.47	13.8
					HOT	TRANS	0.76	7.6	556.2	5.07	15.6
					75	FTP	1.21	17.5	601.1	3.71	14.0
		EGR PLUGGED									
				9	COLD	TRANS	1.71	35.3	614.5	2.66	13.1
					COLD	STAB	1.92	50.0	597.4	1.12	13.0
					HOT	TRANS	1.11	15.4	573.3	2.58	14.8
					75	FTP	1.66	37.5	594.3	1.84	13.5
		RICH IDLE									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
084	76	CHEV	MONT	1	COLD	TRANS	1.13	17.7	686.7	2.79	12.4
					COLD	STAB	0.09	1.6	697.8	1.42	12.7
					HOT	TRANS	0.29	1.4	628.5	2.61	14.1
					75	FTP	0.36	4.9	676.6	2.03	12.9
		CAPS OK									
085	76	CHEV	CAPR	1	COLD	TRANS	1.24	19.7	723.4	4.05	11.7
					COLD	STAB	0.11	0.6	713.8	2.16	12.4
					HOT	TRANS	0.34	3.0	640.8	3.57	13.7
					75	FTP	0.41	5.2	695.9	2.93	12.6
		CAPS OK									
086	76	CHEV	CAPR	1	COLD	TRANS	1.24	21.8	710.2	4.54	11.9
					COLD	STAB	0.13	2.0	699.5	2.12	12.6
					HOT	TRANS	0.19	2.4	623.1	3.55	14.1
					75	FTP	0.37	6.2	680.8	3.01	12.8
		CAPS OK-AIR CLEANER FILTER DIRTY									
087	76	CHEV	CAPR	1	COLD	TRANS	2.75	62.8	651.7	3.69	11.7
					COLD	STAB	2.99	84.4	609.3	1.48	11.8
					HOT	TRANS	2.04	37.9	607.7	3.44	13.2
					75	FTP	2.68	67.2	617.6	2.47	12.1
		CAPS MISSING									
				3	COLD	TRANS	1.61	25.5	693.1	4.09	12.0
					COLD	STAB	0.45	14.0	681.0	1.72	12.6
					HOT	TRANS	0.63	8.8	639.5	3.34	13.5
					75	FTP	0.74	14.9	672.2	2.65	12.7
		ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
088	76	CHEV	IMPA	1	COLD	TRANS	1.33	18.2	675.1	4.51	12.5
					COLD	STAB	0.15	2.7	657.7	2.37	13.4
					HOT	TRANS	0.23	3.9	609.8	4.27	14.4
					75	FTP	0.41	6.2	648.2	3.33	13.5
		CAPS OK-TIMING +2									
				2	COLD	TRANS	1.19	14.1	656.4	4.04	13.0
					COLD	STAB	0.11	2.2	657.0	2.05	13.4
					HOT	TRANS	0.16	2.5	602.9	3.73	14.6
					75	FTP	0.35	4.7	642.1	2.91	13.6
		ADJUSTED TIMING TO EXACT SPEC									
089	76	CHEV	STAW	1	COLD	TRANS	0.77	4.6	793.1	5.97	11.1
					COLD	STAB	0.16	1.0	757.8	2.78	11.7
					HOT	TRANS	0.40	2.1	690.1	5.16	12.8
					75	FTP	0.35	2.1	746.6	4.08	11.8
		CAPS OK									
				3	COLD	TRANS	0.93	5.7	762.3	5.58	11.5
					COLD	STAB	0.17	1.5	732.0	2.56	12.1
					HOT	TRANS	0.23	4.4	667.4	4.63	13.1
					75	FTP	0.34	3.1	720.6	3.75	12.2
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	1.03	12.0	781.7	5.51	11.0
					COLD	STAB	0.22	4.2	762.9	2.67	11.5
					HOT	TRANS	0.71	10.7	697.5	4.85	12.4
					75	FTP	0.52	7.6	748.9	3.85	11.6
		MAJOR TUNEUP-PCV FILTER CLEANED-REPLACED WIRE & CAP									
				A	COLD	TRANS	1.17	10.9	801.5	5.32	10.8
					COLD	STAB	0.28	3.8	759.8	2.63	11.6
					HOT	TRANS	0.76	7.6	706.2	4.56	12.3
					75	FTP	0.59	6.3	753.8	3.71	11.6
		4A-REPLACED CARBURETOR AND EGR GASKETS									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
090	76	OLDS	CUTL	1	COLD	TRANS	1.10	10.7	631.6	4.43	13.6
					COLD	STAB	0.10	0.6	585.7	2.32	15.1
					HOT	TRANS	0.43	1.8	558.2	3.80	15.8
					75	FTP	0.39	3.0	587.6	3.16	15.0
		CAPS OK									
				3	COLD	TRANS	1.07	8.8	623.0	4.32	13.9
					COLD	STAB	0.12	0.0	569.9	2.43	15.6
					HOT	TRANS	0.43	1.0	543.3	3.62	16.2
					75	FTP	0.40	2.1	573.6	3.14	15.4
		ICO AND IRPM ADJUSTED									
091	76	OLDS	CUTL	1	COLD	TRANS	4.29	28.8	597.4	3.28	13.5
					COLD	STAB	2.87	33.5	530.8	1.84	15.0
					HOT	TRANS	2.20	15.7	519.6	3.21	16.1
					75	FTP	2.98	27.6	541.4	2.51	14.9
		CAPS MISSING									
				2	COLD	TRANS	3.41	26.5	615.2	3.07	13.3
					COLD	STAB	1.73	20.3	577.2	1.86	14.4
					HOT	TRANS	1.38	8.7	551.0	3.15	15.6
					75	FTP	1.98	18.4	577.9	2.46	14.5
		TIMING RESET TO EXACT SPEC									
				3	COLD	TRANS	2.72	13.7	623.8	3.11	13.6
					COLD	STAB	0.27	0.2	580.3	2.12	15.3
					HOT	TRANS	0.45	1.0	546.4	3.14	16.2
					75	FTP	0.82	3.2	580.0	2.61	15.1
		ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
092	76	OLDS	CUTL	1	COLD	TRANS	2.49	30.5	641.9	2.56	12.7
					COLD	STAB	1.72	33.5	608.2	1.80	13.3
					HOT	TRANS	1.13	17.4	566.8	2.36	14.8
					75	FTP	1.72	28.5	603.9	2.11	13.6
		CAPS MISSING									
				3	COLD	TRANS	2.29	14.6	630.1	2.68	13.4
					COLD	STAB	0.18	0.1	600.6	1.80	14.8
					HOT	TRANS	0.33	2.2	562.0	2.56	15.7
					75	FTP	0.66	3.7	596.2	2.19	14.7
		ICO AND IRPM ADJUSTED									
093	76	OLDS	DELT	1	COLD	TRANS	3.04	32.4	645.8	2.07	12.6
					COLD	STAB	2.02	47.0	587.1	1.18	13.3
					HOT	TRANS	1.76	30.5	576.2	1.66	14.1
					75	FTP	2.16	39.5	596.2	1.49	13.3
		CAPS BROKEN									
				3	COLD	TRANS	3.22	16.3	666.2	2.07	12.6
					COLD	STAB	0.18	2.5	628.5	1.36	14.0
					HOT	TRANS	0.50	7.7	585.7	1.90	14.8
					75	FTP	0.89	6.7	624.6	1.66	13.9
		IRPM AND ICO ADJUSTED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
094	76	OLDS	NNTY	1	COLD	TRANS	1.00	6.7	749.9	10.05	11.6
					COLD	STAB	0.18	1.2	714.7	7.33	12.4
					HOT	TRANS	0.44	3.0	653.0	10.48	13.5
					75	FTP	0.42	2.8	705.1	8.75	12.5
		CAPS BROKEN-EGR LINE PLUGGED									
				2	COLD	TRANS	1.26	7.8	766.2	3.04	11.3
					COLD	STAB	0.18	0.7	724.1	2.27	12.2
					HOT	TRANS	0.38	2.8	665.9	3.17	13.2
					75	FTP	0.46	2.8	716.9	2.68	12.3
		EGR RECONNECTED									
				5	COLD	TRANS	1.56	17.2	708.6	11.21	12.0
					COLD	STAB	0.23	0.8	648.0	8.10	13.7
					HOT	TRANS	0.49	2.6	618.8	11.56	14.2
					75	FTP	0.58	4.7	652.5	9.69	13.4
		TIMING +5-CHOKE 3NR-EGR PLUGGED									
				6	COLD	TRANS	1.46	3.7	725.6	4.02	12.1
					COLD	STAB	0.22	0.8	665.5	2.84	13.3
					HOT	TRANS	0.61	2.7	628.4	4.04	14.0
					75	FTP	0.58	1.9	667.8	3.41	13.2
		TIMING+5									
				7	COLD	TRANS	1.72	14.8	731.0	3.04	11.7
					COLD	STAB	0.21	0.1	682.4	2.11	13.0
					HOT	TRANS	0.45	1.7	633.1	3.27	13.9
					75	FTP	0.59	3.6	679.0	2.62	12.9
		CHOKE ADJUSTED 3NR									
				8	COLD	TRANS	1.37	6.0	742.8	3.04	11.7
					COLD	STAB	0.22	0.6	678.3	2.23	13.1
					HOT	TRANS	0.43	2.7	639.7	3.12	13.8
					75	FTP	0.51	2.3	681.1	2.64	12.9
		EGR PLUGGED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
095	76	OLDS	STAW	1	COLD	TRANS	1.40	6.6	780.4	3.27	11.2
					COLD	STAB	0.23	2.0	735.7	1.97	12.0
					HOT	TRANS	0.52	5.0	690.7	3.14	12.7
					75	FTP	0.55	3.7	732.6	2.56	12.0
		CAPS MISSING									
096	76	PONT	ASTR	1	COLD	TRANS	1.90	33.6	456.1	1.97	17.2
					COLD	STAB	0.11	3.1	450.0	0.96	19.5
					HOT	TRANS	0.30	4.1	411.5	1.87	21.2
					75	FTP	0.53	9.7	440.8	1.42	19.4
		CAPS OK									
097	76	PONT	LEMA	1	COLD	TRANS	1.33	12.1	635.7	4.32	13.5
					COLD	STAB	0.24	1.1	578.3	2.47	15.3
					HOT	TRANS	0.86	2.3	555.1	4.12	15.8
					75	FTP	0.63	3.7	583.8	3.30	15.0
		CAPS OK									
				2	COLD	TRANS	1.48	14.6	612.1	5.02	13.9
					COLD	STAB	0.24	1.2	582.5	3.17	15.2
					HOT	TRANS	0.44	3.3	531.4	4.33	16.5
					75	FTP	0.55	4.5	574.7	3.87	15.2
		RESET TIMING TO EXACT SPEC									
				3	COLD	TRANS	1.46	12.3	633.3	4.50	13.5
					COLD	STAB	0.22	0.7	570.1	2.69	15.5
					HOT	TRANS	0.32	1.0	558.7	4.32	15.8
					75	FTP	0.50	3.2	580.0	3.51	15.1
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	1.33	10.4	596.9	4.21	14.4
					COLD	STAB	0.18	0.6	568.9	2.83	15.6
					HOT	TRANS	0.52	1.3	537.7	4.18	16.4
					75	FTP	0.51	2.8	566.1	3.48	15.5
		MAJOR TUNEUP-AIR CLEANER REPLACED-PCV FILTER CLEANED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH							-----GRAMS	PER	MILE-----		MPG FUEL
NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	HC	CO	CO2	NOXC	ECON
098	76	PONT	GRNP	1	COLD	TRANS	1.45	22.1	629.7	3.81	13.3
					COLD	STAB	0.12	0.5	610.0	3.31	14.5
					HOT	TRANS	0.22	3.1	551.2	4.41	15.9
					75	FTP	0.42	5.7	598.0	3.71	14.6
		CAPS OK-EFE TVV BYPASSED									
				2	COLD	TRANS	1.50	21.6	647.3	4.12	12.9
					COLD	STAB	0.14	1.0	610.0	3.44	14.5
					HOT	TRANS	0.26	3.9	554.7	4.42	15.8
					75	FTP	0.45	6.0	602.6	3.84	14.5
		VAC HOSE TO EFE TVV CORRECTED									
				3	COLD	TRANS	1.40	21.1	645.5	3.92	13.0
					COLD	STAB	0.14	0.6	604.6	3.35	14.6
					HOT	TRANS	0.31	2.8	551.2	4.41	15.9
					75	FTP	0.44	5.4	598.4	3.75	14.6
		ICO AND IRPM ADJUSTED									
				4	COLD	TRANS	1.45	19.7	667.2	4.36	12.6
					COLD	STAB	0.14	0.1	633.4	3.65	14.0
					HOT	TRANS	0.48	3.3	579.2	4.74	15.1
					75	FTP	0.50	5.0	625.6	4.09	14.0
		MAJOR TUNEUP-MINOR LEAK AT CATALYST REPAIRED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
099	76	PONT	GRNP	1	COLD	TRANS	1.51	33.9	662.3	3.46	12.3
					COLD	STAB	0.20	4.0	649.2	2.45	13.5
					HOT	TRANS	0.41	9.2	589.7	3.60	14.7
					75	FTP	0.53	11.6	635.7	2.97	13.5
		CAPS OK-SPARK DELAY RESTRICTOR MISSING									
				2	COLD	TRANS	3.02	51.0	669.2	3.29	11.7
					COLD	STAB	0.16	2.1	650.1	2.60	13.6
					HOT	TRANS	0.49	8.5	582.3	3.38	14.9
					75	FTP	0.84	13.9	635.5	2.96	13.4
		INSTALLED NEW RESTRICTOR									
				5	COLD	TRANS	2.58	69.8	610.1	8.24	12.2
					COLD	STAB	1.96	55.1	560.8	5.40	13.6
					HOT	TRANS	1.47	31.8	553.0	8.49	14.6
					75	FTP	1.95	51.8	568.8	6.83	13.5
		TIMING +5,CHOKE 3NR-RICH ICO-EGR PLUGGED-FULL VAC ADVANCE TO DIST									
				6	COLD	TRANS	1.38	30.2	654.6	4.24	12.6
					COLD	STAB	0.14	0.4	624.0	3.33	14.2
					HOT	TRANS	0.25	4.1	568.9	4.43	15.4
					75	FTP	0.42	7.5	615.2	3.82	14.1
		TIMING+5									
				7	COLD	TRANS	2.11	40.9	660.4	3.13	12.1
					COLD	STAB	0.07	0.6	634.3	2.35	14.0
					HOT	TRANS	0.41	3.9	571.8	3.30	15.3
					75	FTP	0.58	9.8	622.7	2.77	13.9
		CHOKE +3NR									
				8	COLD	TRANS	1.53	31.2	657.7	7.32	12.5
					COLD	STAB	0.18	2.1	628.8	4.94	14.0
					HOT	TRANS	0.41	4.4	573.7	7.71	15.3
					75	FTP	0.52	8.7	619.7	6.19	14.0
		EGR PLUGGED									

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL TEST PROCEDURE

CHICAGO

GENERAL MOTORS

VEH NO.	YR	MAKE	MODL	SEQ	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
099	76	PONT	GRNP	9	COLD	TRANS	2.54	54.1	621.1	2.85	12.4
					COLD	STAB	2.03	58.4	561.6	1.59	13.5
					HOT	TRANS	1.48	29.1	542.3	2.78	15.0
					75	FTP	1.99	49.5	568.6	2.17	13.6
		RICH ICO									
				0	COLD	TRANS	1.71	37.1	651.9	3.03	12.4
					COLD	STAB	0.12	0.7	623.8	2.36	14.2
					HOT	TRANS	0.36	6.3	568.5	3.37	15.3
					75	FTP	0.52	9.7	614.5	2.78	14.1
		FULL MANIFOLD VAC TO DISTRIBUTOR									
100	76	PONT	BONN	1	COLD	TRANS	2.45	41.3	676.3	3.24	11.8
					COLD	STAB	1.20	17.7	653.5	2.17	13.0
					HOT	TRANS	1.19	20.5	609.4	3.19	13.8
					75	FTP	1.46	23.3	646.2	2.67	12.9
		CAPS MISSING									
				3	COLD	TRANS	1.64	22.5	704.1	3.20	11.9
					COLD	STAB	0.13	0.0	656.1	2.26	13.5
					HOT	TRANS	0.44	6.8	603.9	3.25	14.4
					75	FTP	0.53	6.5	651.7	2.73	13.4
		ICO AND IRPM ADJUSTED									

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - HIGHWAY FUEL ECONOMY

Legend

VEH NO. - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

SEQ - Test sequence number

HC - Unburned hydrocarbon emissions in grams per mile

CO - Carbon monoxide emissions in grams per mile

CO2 - Carbon dioxide emissions in grams per mile

NOXC - Oxides of nitrogen emissions corrected for humidity in grams per mile

MPG FUEL ECON - Fuel economy calculated by the carbon balance method in miles per gallon

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
CHRYSLER

VEH						-----GRAMS PER MILE-----				MPG
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	FUEL ECON
001	1976	DODG	ASPE	225	1	0.19	1.0	409.3	3.53	21.6
002	1976	DODG	DART	225	1	0.19	2.0	345.3	1.86	25.4
003	1976	DODG	DART	225	1	0.74	12.9	363.1	1.77	23.0
					3	0.43	8.7	379.4	1.90	22.5
					4	0.49	9.1	364.2	1.58	23.4
					6	0.57	11.3	366.0	1.61	23.0
					A	0.42	6.8	360.5	1.51	23.8
004	1976	DODG	DART	225	1	0.22	2.0	366.8	1.98	24.0
					2	0.29	1.8	354.2	2.92	24.8
					3	0.34	1.5	310.9	2.22	28.2
					4	0.19	0.8	364.1	2.20	24.3
					5	0.15	0.5	377.8	4.44	23.4
					6	0.28	1.1	360.9	2.43	24.4
					7	0.20	0.7	351.1	2.80	25.2
					8	0.15	0.2	352.1	7.08	25.1
					9	0.18	0.5	351.4	2.41	25.2
					C	0.40	2.3	360.6	2.88	24.3
					D	0.24	1.3	348.3	2.58	25.3
005	1976	DODG	ASPE	225	1	0.42	3.8	405.3	3.87	21.5
					2	0.17	1.0	384.2	3.57	23.0
					3	0.19	1.0	386.3	3.73	22.8
					4	0.17	1.0	397.0	3.91	22.2
					A	0.22	1.5	401.7	3.61	21.9
006	1976	DODG	ASPE	318	1	0.36	0.9	448.7	2.64	19.7
					3	0.24	0.3	446.2	2.49	19.8
007	1976	DODG	ASPE	318	1	0.49	2.6	464.4	2.61	18.9
					2	0.29	0.5	447.5	2.40	19.8
008	1976	DODG	CHAR	318	1	0.47	0.5	477.4	2.53	18.5
009	1976	DODG	CHAR	318	1	0.33	2.4	490.1	2.51	17.9
					2	0.22	0.9	490.2	2.09	18.0
					3	0.18	0.6	487.2	2.23	18.2
					C	0.30	1.0	466.6	2.72	18.9
					D	0.20	0.4	462.5	2.25	19.1

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
010	1976	DODG	CHAR	360	1	0.23	8.6	483.3	4.05	17.8
					2	0.13	3.8	485.5	4.18	18.0
					3	0.15	4.5	490.6	4.10	17.8
					4	0.20	6.3	494.3	3.39	17.6
					A	0.11	2.7	496.9	3.73	17.7
					B	0.20	5.8	488.8	3.59	17.8
011	1975	DODG	CHAR	318	1	0.66	4.6	555.9	2.10	15.7
					2	0.61	4.7	575.0	2.06	15.2
					3	0.51	4.5	556.6	2.21	15.7
012	1976	DODG	CHAR	360	1	0.09	1.7	486.9	4.46	18.1
013	1976	DODG	MONA	360	1	0.15	3.7	467.0	3.66	18.8
					3	0.11	1.6	463.8	3.71	19.0
					5	0.29	3.0	464.6	7.74	18.9
					6	0.18	3.7	471.8	4.14	18.6
					7	0.11	1.5	458.4	6.05	19.3
					8	0.11	0.7	464.5	4.26	19.0
					9	0.10	2.1	459.8	3.27	19.2
					0	0.13	0.7	465.4	3.41	19.0
014	1976	PLYM	VALI	225	1	0.46	2.0	384.3	1.79	22.8
					2	0.48	1.8	350.3	3.96	25.0
					3	0.20	0.4	360.7	4.14	24.5
					6	0.23	0.5	353.9	8.36	25.0
					7	0.27	0.7	333.8	3.56	26.4
					8	0.53	2.4	340.1	4.06	25.7
					9	0.56	2.5	342.4	3.96	25.5
					0	0.20	0.5	340.6	3.46	25.9
015	1976	PLYM	VOLA	225	1	0.75	16.7	373.5	1.82	22.1
					3	0.44	10.4	393.7	1.96	21.6
016	1976	PLYM	VALI	225	1	0.26	1.8	375.6	3.57	23.4
					2	0.22	1.4	368.8	2.70	23.9
017	1976	PLYM	VOLA	225	1	0.24	1.2	395.5	8.10	22.3
					2	0.28	2.6	399.1	2.71	22.0
					3	0.22	1.4	402.5	3.08	21.9
					C	0.22	1.6	383.8	2.59	22.9

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	MPG FUEL ECON
						-----GRAMS PER MILE-----				
018	1976	PLYM	VOLA	225	1	0.28	2.1	426.0	4.00	20.6
					3	0.23	0.7	428.5	4.13	20.6
					4	0.15	1.1	449.5	2.69	19.7
019	1976	PLYM	VOLA	225	1	0.36	2.3	369.6	3.29	23.7
					3	0.19	0.5	380.8	3.51	23.2
					4	0.22	0.8	374.5	3.03	23.6
					5	0.30	1.9	389.0	10.60	22.6
020	1976	PLYM	STAW	318	1	0.23	0.6	477.3	2.61	18.5
021	1976	PLYM	VOLA	318	1	3.15	128.6	336.9	0.47	16.2
					3	2.90	126.4	335.7	0.47	16.3
					4	2.34	82.1	378.6	0.74	17.2
					A	0.12	0.3	459.2	1.86	19.3
022	1976	PLYM	VALI	225	1	0.28	1.3	349.5	3.62	25.2
					2	0.30	1.2	364.5	3.09	24.2
					C	0.28	1.7	352.6	3.12	24.9
023	1976	PLYM	FURY	318	1	0.38	2.3	483.7	2.56	18.2
					3	0.25	0.5	474.0	2.67	18.7
024	1976	PLYM	FURY	318	1	1.41	3.4	441.8	6.65	19.7
					2	0.99	1.3	452.9	2.63	19.4
					3	0.83	1.1	462.4	2.77	19.0
					4	0.76	1.3	465.6	2.65	18.9
025	1976	PLYM	STAW	360	1	0.43	8.4	532.6	4.66	16.2
					3	0.17	2.9	540.1	4.81	16.3
					4	0.28	5.5	545.2	4.37	16.0
					A	0.19	3.1	531.2	4.53	16.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
026	1975	PLYM	FURY	318	1	0.50	3.6	447.0	5.63	19.5
					2	0.15	0.4	471.7	4.56	18.8
					3	0.15	0.5	448.1	3.75	19.8
					4	0.14	0.2	453.5	3.98	19.5
					5	0.38	1.3	436.6	9.10	20.2
					6	0.20	1.0	462.8	4.09	19.1
					7	0.17	0.7	441.6	7.48	20.0
					8	0.09	0.6	476.6	2.43	18.6
					9	0.16	0.4	453.7	3.95	19.5
					0	0.24	0.4	431.7	4.61	20.5
027	1976	PLYM	VOLA	225	1	0.26	2.8	380.7	3.73	23.0
					3	0.15	1.2	379.6	3.60	23.2
					4	0.17	2.0	395.4	3.38	22.2
028	1976	PLYM	STAW	318	1	0.58	2.4	443.7	2.68	19.8
					3	0.30	0.4	461.7	2.53	19.2
					4	0.29	0.3	456.3	2.53	19.4
029	1975	PLYM	SCAM	225	1	0.12	2.5	372.5	2.48	23.6
					3	0.04	0.2	393.5	2.38	22.5
030	1976	CHRY	CORD	400	1	0.26	1.2	487.2	4.76	18.1
					2	0.11	0.1	493.8	4.87	18.0
					C	0.26	6.3	490.0	5.12	17.7
					D	0.29	6.2	508.2	3.36	17.1
					E	0.07	0.5	503.5	3.34	17.6
031	1976	CHRY	CORD	360	1	0.33	7.5	475.6	3.76	18.2
					2	0.18	3.8	479.7	3.89	18.3
					3	0.11	1.7	486.3	3.86	18.1
032	1976	CHRY	NEWP	400	1	0.09	1.5	541.0	3.42	16.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	GRAMS PER MILE HC	GRAMS PER MILE CO	GRAMS PER MILE CO2	GRAMS PER MILE NOXC	MPG FUEL ECON
033	1976	CHRY	NEWP	400	1	0.19	3.3	504.1	8.09	17.4
					2	0.08	0.5	509.7	6.87	17.4
					4	0.07	1.2	521.5	4.53	16.9
					5	0.29	2.9	507.0	8.95	17.3
					6	0.21	3.3	509.5	4.48	17.2
					7	0.09	1.1	504.3	7.04	17.5
					8	0.14	0.9	514.0	5.34	17.2
					9	0.05	0.7	511.7	4.14	17.3
					0	0.12	0.7	505.6	4.25	17.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
FORD

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
034	1976	FORD	STAW	140	1	0.19	0.3	285.9	6.11	30.9
					2	0.21	0.4	283.1	6.59	31.2
					4	0.19	0.3	265.3	4.20	33.3
					6	0.20	0.2	269.2	6.72	32.9
					7	0.34	3.2	263.3	3.92	32.9
					8	0.19	0.2	280.8	5.05	31.5
					9	0.23	0.4	271.7	5.83	32.5
					0	0.22	0.3	293.4	5.15	30.1
					A	0.19	0.3	264.8	5.58	33.4
035	1975	FORD	PINT	171	1	0.30	0.8	388.3	3.32	22.7
					2	0.29	0.9	383.9	3.04	23.0
					6	0.34	1.7	389.7	5.34	22.6
					7	1.04	14.0	362.4	1.29	22.9
					8	0.31	1.6	407.7	3.10	21.6
					9	0.35	0.8	386.3	3.95	22.8
					0	0.25	1.8	382.2	2.34	23.0
					C	0.23	1.6	401.6	2.76	21.9
036	1976	FORD	MUST	140	1	0.22	0.3	329.1	2.91	26.9
037	1976	FORD	MUST	140	1	0.23	0.3	328.6	2.38	26.9
038	1976	FORD	MUST	171	1	0.47	2.2	382.1	2.94	22.9
					3	0.48	2.1	391.2	3.00	22.4
					4	0.47	1.8	385.0	2.92	22.8
					A	0.45	1.8	377.9	2.87	23.2
					B	0.45	2.0	401.4	3.07	21.9
					C	0.46	1.8	402.8	3.16	21.8
039	1976	FORD	GRAN	250	1	0.23	0.1	441.4	2.14	20.1
					6	0.60	19.2	415.1	5.51	19.8
040	1976	FORD	GRAN	250	1	0.21	0.2	378.9	2.47	23.4
041	1976	FORD	GRAN	200	1	0.22	0.0	318.2	2.42	27.8
					6	0.23	0.0	320.6	7.05	27.6
					7	0.29	2.7	297.8	2.30	29.3
					8	0.21	0.0	314.5	2.58	28.2
					9	0.24	0.1	340.5	3.63	26.0
					0	0.25	0.0	331.6	2.65	26.7

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
FORD

						-----GRAMS PER MILE-----				MPG FUEL
VEH NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
042	1976	FORD	GRAN	250	1	0.08	2.6	423.5	6.09	20.7
					2	0.13	0.0	464.3	1.87	19.1
043	1976	FORD	GRAN	250	1	0.18	0.1	424.4	2.62	20.9
044	1976	FORD	GRAN	302	1	0.51	0.4	439.8	2.79	20.1
					2	0.54	0.4	448.5	2.89	19.7
045	1976	FORD	GRAN	302	1	0.45	0.5	464.5	2.56	19.0
046	1975	FORD	GRAN	351	1	0.54	4.3	545.9	3.34	16.0
					3	0.57	3.2	548.9	3.27	16.0
047	1975	FORD	ELIT	351	1	0.42	3.3	547.0	3.08	16.0
					4	0.62	2.4	527.4	3.56	16.7
					6	0.67	4.5	520.0	7.47	16.8
					7	0.64	2.1	527.6	3.39	16.7
					8	0.42	2.8	526.7	3.25	16.7
048	1976	FORD	ELIT	351	1	0.77	5.6	496.4	2.70	17.5
049	1975	FORD	TORI	351	1	0.17	2.2	621.9	3.85	14.2
					2	0.36	2.9	573.1	2.80	15.3
050	1976	FORD	ELIT	351	1	0.66	2.7	470.6	3.98	18.6
					2	0.67	3.0	464.4	4.00	18.8
					3	0.76	2.8	476.0	3.64	18.4
					4	0.73	2.9	476.1	3.60	18.4
					6	0.82	5.5	482.8	10.75	18.0
					7	0.81	2.0	460.2	4.71	19.1
					8	.84	7.2	490.6	10.43	17.6
					9	0.97	7.2	460.0	3.08	18.7
051	1976	FORD	STAW	351	1	0.08	3.6	709.2	0.79	12.4
					2	0.23	1.2	520.4	2.19	17.0
052	1976	FORD	TORI	400	1	0.39	1.4	527.5	2.14	16.7
						.47	1.1	519.2	2.43	17.0
053	1976	FORD	LTD	351	1	0.24	0.8	494.2	2.71	17.9

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
FORD

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
054	1976	FORD	LTD	351	1	0.15	0.7	510.4	1.45	17.3
055	1976	FORD	LTD	400	1	0.25	2.0	532.9	2.56	16.5
					3	0.25	0.7	516.6	2.72	17.1
056	1976	FORD	STAW	400	1	0.20	0.6	534.1	2.45	16.6
					2	0.19	0.6	528.5	2.53	16.7
057	1976	FORD	STAW	400	1	0.16	0.5	557.7	2.29	15.9
058	1976	MERC	MONA	250	1	0.19	0.1	455.9	2.13	19.4
059	1976	FORD	GRAN	302	1	0.26	0.5	514.6	1.88	17.2
					2	0.29	0.5	486.9	2.03	18.2
					6	0.29	0.9	502.8	8.10	17.6
060	1976	MERC	MONA	302	1	0.38	0.5	475.0	1.93	18.6
061	1976	MERC	COUG	351	1	0.62	2.6	476.9	3.11	18.4
062	1976	MERC	STAW	351	1	0.21	0.8	551.9	2.86	16.0
					4	0.23	0.6	553.1	2.48	16.0
					5	0.61	12.6	536.8	3.19	15.9
					6	0.27	4.5	526.1	2.61	16.6
					7	0.21	0.7	563.7	2.23	15.7
					8	0.28	0.5	536.2	2.93	16.5
					9	0.23	0.4	544.9	9.68	16.2
063	1976	MERC	MARQ	400	1	0.29	1.7	530.7	2.41	16.6
					3	0.31	0.9	517.3	2.42	17.1
					4	0.27	0.7	529.9	2.74	16.7
					A	0.28	0.7	510.6	2.58	17.3
064	1976	MERC	MARQ	400	1	0.32	0.4	536.5	2.39	16.5
065	1976	LINC	MRK4	460	1	0.05	0.6	691.2	0.93	12.8
					2	0.04	1.2	693.7	0.72	12.8
066	1976	LINC	CONT	460	1	0.07	0.1	563.2	2.24	15.7

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
067	1976	BUIC	SKYL	231	1	0.27	6.9	373.3	8.01	23.1
					2	0.06	0.6	378.6	4.35	23.4
					3	0.04	0.1	366.2	4.17	24.2
					4	0.05	0.1	374.9	4.11	23.7
068	1976	BUIC	SKYL	260	1	0.06	0.2	417.9	2.85	21.2
					5	0.06	0.0	418.5	10.52	21.2
					6	0.06	0.1	413.4	3.33	21.5
					7	0.05	0.1	417.1	2.66	21.3
					8	0.07	0.1	414.9	9.35	21.4
					0	0.06	0.1	434.2	3.10	20.4
069	1976	BUIC	LESA	350	1	0.04	0.3	506.2	4.22	17.5
					2	0.04	0.2	534.7	4.47	16.6
070	1976	BUIC	LESA	350	1	0.13	2.4	543.5	5.29	16.2
					3	0.01	0.2	604.8	2.30	14.7
071	1976	BUIC	STAW	455	1	0.69	26.9	572.4	3.19	14.4
					2	0.22	8.0	572.6	2.74	15.1
					5	0.27	10.5	597.3	6.77	14.4
					6	0.29	12.9	575.2	3.06	14.9
					7	0.27	12.9	590.5	2.58	14.5
					8	0.20	9.0	616.2	5.78	14.1
					0	0.16	4.4	579.1	2.75	15.1
072	1976	CADI	DEVI	500	1	0.07	0.1	556.2	2.13	15.9
073	1976	CADI	DEVI	500	1	0.06	0.1	548.0	2.25	16.2
074	1976	CHEV	CHET	85	1	0.08	1.4	244.4	5.36	36.0
					3	0.10	1.6	242.8	5.07	36.1
					4	0.11	1.9	243.6	4.74	35.9
075	1976	CHEV	STAW	400	1	0.13	2.2	546.5	7.15	16.1
					2	0.12	1.9	550.2	4.68	16.0
					3	0.03	0.1	540.5	3.49	16.4
076	1976	CHEV	MONZ	140	1	0.06	0.4	339.1	2.07	26.1
077	1976	CHEV	CAMA	250	1	0.04	0.0	373.2	1.70	23.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
078	1976	CHEV	NOVA	305	1	0.05	0.0	435.7	3.04	20.4
079	1976	CHEV	CAMA	305	1	0.06	0.1	433.5	3.91	20.5
080	1976	CHEV	CAMA	350	1	0.39	9.7	489.7	2.20	17.5
					3	0.09	2.8	501.7	1.96	17.5
081	1976	CHEV	MONT	305	1	0.05	0.1	418.8	3.11	21.2
					5	0.05	0.5	413.5	6.80	21.4
					6	0.05	0.3	418.9	4.18	21.2
					7	0.04	0.1	423.0	3.37	21.0
					8	0.04	0.1	419.8	5.92	21.1
082	1976	CHEV	MONT	305	1	0.07	0.6	423.2	3.65	20.9
083	1976	CHEV	MALI	350	1	0.07	0.3	456.8	2.69	19.4
					5	0.31	4.9	446.3	6.20	19.5
					6	0.13	2.0	457.5	3.11	19.3
					7	0.10	1.0	467.3	2.79	18.9
					8	0.11	1.1	450.2	5.04	19.6
					9	0.20	3.3	458.9	2.57	19.1
084	1976	CHEV	MONT	350	1	0.04	0.6	482.1	2.45	18.4
085	1976	CHEV	CAPR	400	1	0.04	0.3	505.6	3.27	17.5
086	1976	CHEV	CAPR	350	1	0.05	1.0	504.5	3.95	17.5
087	1976	CHEV	CAPR	350	1	0.49	14.9	510.4	3.12	16.6
					3	0.16	5.7	529.0	3.42	16.5
088	1976	CHEV	IMPA	350	1	0.05	0.9	480.5	4.37	18.4
					2	0.04	0.5	470.1	3.75	18.8
089	1976	CHEV	STAW	400	1	0.05	0.4	560.6	5.15	15.8
					3	0.05	0.4	553.9	4.58	16.0
					4	0.07	0.9	567.3	4.95	15.6
					A	0.07	0.7	579.7	4.53	15.3
090	1976	OLDS	CUTL	260	1	0.06	0.5	454.6	3.71	19.5
					3	0.04	0.1	445.5	3.20	19.9

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
091	1976	OLDS	CUTL	350	1	0.29	1.5	440.8	3.26	20.0
					2	0.17	0.8	445.7	3.12	19.8
					3	0.10	0.1	439.1	3.20	20.2
092	1976	OLDS	CUTL	350	1	0.16	2.0	452.5	2.64	19.5
					3	0.07	0.2	452.4	2.63	19.6
093	1976	OLDS	DELT	350	1	0.25	3.9	487.6	1.69	18.0
					3	0.08	1.0	489.5	1.83	18.1
094	1976	OLDS	NNTY	455	1	0.07	0.3	511.9	9.87	17.3
					2	0.07	0.2	513.1	2.95	17.3
					5	0.10	0.1	498.2	10.98	17.8
					6	0.09	0.1	496.2	3.70	17.9
					7	0.08	0.1	505.6	2.98	17.5
					8	0.08	0.1	504.5	2.96	17.6
095	1976	OLDS	STAW	455	1	0.07	0.1	551.9	3.59	16.1
096	1976	PONT	ASTR	140	1	0.05	0.8	333.9	2.31	26.5
097	1976	PONT	LEMA	260	1	0.10	1.6	433.9	3.41	20.3
					2	0.07	0.4	429.1	3.73	20.6
					3	0.06	0.1	445.7	3.36	19.9
					4	0.06	0.1	437.4	3.71	20.3
098	1976	PONT	GRNP	350	1	0.05	0.2	441.1	4.52	20.1
					2	0.06	0.2	446.3	4.75	19.9
					3	0.05	0.2	445.6	4.59	19.9
					4	0.05	0.2	454.9	4.76	19.5
099	1976	PONT	GRNP	350	1	0.10	1.8	456.6	3.73	19.3
					2	0.07	0.9	465.0	3.79	19.0
					5	0.25	4.6	473.3	10.03	18.4
					6	0.06	0.5	459.1	4.64	19.3
					7	0.05	0.3	462.5	3.51	19.2
					8	0.07	0.9	462.3	8.18	19.1
					9	0.26	3.9	460.1	3.25	19.0
					0	0.07	0.6	462.7	3.63	19.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
HIGHWAY FUEL ECONOMY

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	GRAMS PER MILE HC	GRAMS PER MILE CO	GRAMS PER MILE CO2	GRAMS PER MILE NOXC	MPG FUEL ECON
100	1976	PONT	BONN	400	1	0.19	2.5	492.6	3.76	17.9
					3	0.06	0.5	480.0	3.68	18.5

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - ENGINE STATUS

Legend

VEH - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODEL - Vehicle model

CID - Engine displacement in cubic inches

SEQ - Test sequence number

IRPM - Engine RPM at curb idle

TIMING - Ignition timing in degrees (+ is before top dead center, - indicates after top dead center)

ICO - Carbon monoxide concentration in exhaust in mole percent

IHC - Unburned hydrocarbon concentration in exhaust, reported in PPM hexane equivalent

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
CHRYSLER

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
001	1976	DODG	ASPE	225	1	0800	+02	1.25	150
002	1976	DODG	DART	225	1	0670	+03	0.00	60
003	1976	DODG	DART	225	1	0850	+06	2.50	420
					3	0750	+06	0.00	150
					4	0725	+06	0.01	130
					6	0750	+06	0.20	800
					A	0750	+06	0.00	160
004	1976	DODG	DART	225	1	0950	-04	2.30	150
					2	0850	+02	3.10	240
					3	0750	+02	0.05	120
					4	0700	+02	0.02	35
					5	0800	+07	0.60	170
					6	0650	+02	1.00	370
					7	0750	+07	0.10	200
					8	0750	+02	0.02	85
					9	0800	+02	0.02	60
					C	0850	+03	2.20	300
					D	0800	+03	0.01	65
005	1976	DODG	ASPE	225	1	0700	+01	8.00	450
					2	0980	+01	0.00	53
					3	0690	+00	0.00	65
					4	0700	+01	0.00	175
					A	0750	+01	0.80	135
006	1976	DODG	ASPE	318	1	0770	+00	2.20	275
					3	0750	+00	0.00	60
007	1976	DODG	ASPE	318	1	0720	+01	8.00	480
					2	1000	+01	0.00	65
008	1976	DODG	CHAR	318	1	0850	+02	0.00	115
009	1976	DODG	CHAR	318	1	0800	+01	3.90	350
					2	0950	+01	1.00	160
					3	0740	+01	0.06	85
					C	0750	+01	0.80	155
					D	0800	+01	0.03	57

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
CHRYSLER

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
010	1976	DODG	CHAR	360	1	0900	+06	4.90	140
					2	0900	+06	2.10	80
					3	0800	+06	2.70	105
					4	0800	+06	3.00	150
					A	1000	+06	0.02	50
					B	0825	+06	2.00	135
011	1975	DODG	CHAR	318	1	0900	-02	0.11	80
					2	0900	-02	0.20	79
					3	0850	-02	0.12	79
012	1976	DODG	CHAR	360	1	0800	+06	0.02	40
013	1976	DODG	MONA	360	1	0800	+06	2.50	135
					3	0750	+07	0.06	35
					5	0900	+11	2.50	290
					6	0750	+06	3.00	145
					7	0750	+06	0.60	60
					8	0650	+11	0.01	35
					9	0775	+06	0.70	65
					0	0750	+06	0.04	50
014	1976	PLYM	VALI	225	1	0800	+07	8.40	400
					2	0850	+07	8.00	430
					3	0750	+07	0.00	120
					6	0775	+07	0.01	90
					7	0850	+07	1.55	195
					8	0825	+07	9.20	480
					9	0850	+07	10.00	1550
					0	0800	+07	0.00	95
015	1976	PLYM	VOLA	225	1	0710	+00	8.80	350
					3	0690	+00	2.00	240
016	1976	PLYM	VALI	225	1	0750	+07	0.01	40
					2	0750	+02	0.00	53
017	1976	PLYM	VOLA	225	1	0700	+02	2.50	260
					2	0700	+02	2.80	255
					3	0750	+02	0.20	45
					C	0800	+02	1.50	40

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
CHRYSLER

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
018	1976	PLYM	VOLA	225	1	0780	+03	3.50	200
					3	0750	+03	0.00	70
					4	0700	+03	1.00	120
019	1976	PLYM	VOLA	225	1	0750	+02	9.50	390
					3	0800	+02	0.50	150
					4	0800	+02	0.70	200
					5	0800	+07	7.00	400
020	1976	PLYM	STAW	318	1	0700	+02	0.00	60
021	1976	PLYM	VOLA	318	1	0840	+03	0.90	210
					3	0710	+02	0.00	55
					4	0800	+02	0.00	45
					A	0750	+02	0.00	64
022	1976	PLYM	VALI	225	1	0875	+15	1.50	165
					2	0750	+12	3.00	200
					C	0850	+10	1.15	135
023	1976	PLYM	FURY	318	1	0750	+02	6.50	400
					3	0750	+02	0.03	70
024	1976	PLYM	FURY	318	1	0800	+02	5.60	600
					2	0950	+02	0.30	200
					3	0750	+02	0.00	1325
					4	0650	+02	0.03	1200
025	1976	PLYM	STAW	360	1	0750	+10	6.90	260
					3	0750	+06	0.04	80
					4	0750	+06	0.01	40
					A	0750	+06	0.01	30

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
CHRYSLER

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
026	1975	PLYM	FURY	318	1	0825	+06	8.00	400
					2	0800	+02	0.02	50
					3	0800	+02	0.02	30
					4	0750	+02	0.02	50
					5	0800	+07	2.40	75
					6	0600	+02	2.00	35
					7	0750	+02	0.06	25
					8	0650	+07	0.01	36
					9	0750	+02	0.02	63
					0	0775	+02	0.04	65
027	1976	PLYM	VOLA	225	1	0950	+02	3.00	260
					3	0800	+02	0.00	55
					4	0850	+02	0.00	40
028	1976	PLYM	STAW	318	1	0750	+02	6.90	510
					3	0750	+02	0.04	100
					4	0750	+02	0.02	155
029	1975	PLYM	SCAM	225	1	0750	+00	6.20	220
					3	0750	+00	0.02	47
030	1976	CHRY	CORD	400	1	0750	+10	1.50	875
					2	0700	+10	0.02	158
					C	0700	+09	5.90	910
					D	0800	+09	4.60	160
					E	0700	+10	0.03	44
031	1976	CHRY	CORD	360	1	0750	+06	7.40	245
					2	0800	+06	4.20	150
					3	0900	+06	1.30	75
032	1976	CHRY	NEWP	400	1	0800	+10	0.08	35

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
CHRYSLER

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
033	1976	CHRY	NEWP	400	1	0800	+16	4.90	180
					2	0750	+12	0.25	105
					4	0800	+12	0.50	70
					5	0850	+17	6.00	300
					6	0700	+11	5.20	190
					7	0750	+12	1.30	105
					8	0750	+17	1.35	135
					9	0650	+12	0.02	40
					0	0750	+12	0.20	80

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
FORD

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
034	1976	FORD	STAW	140	1	0810	+06	0.00	54
					2	0720	+07	0.00	40
					4	0800	+06	0.10	50
					6	0900	+06	0.10	45
					7	0660	+08	7.20	730
					8	0740	+07	0.00	48
					9	0760	+07	0.00	64
					0	0740	+07	2.00	200
					A	0900	+06	0.10	50
035	1975	FORD	PINT	171	1	0700	+08	0.10	60
					2	0700	+08	0.01	55
					6	0700	+08	0.10	60
					7	0680	+08	3.80	280
					8	0680	+09	0.00	60
					9	0770	+09	0.00	70
					0	0725	+08	0.09	40
					C	0900	+08	0.02	45
036	1976	FORD	MUST	140	1	0700	+20	0.00	30
037	1976	FORD	MUST	140	1	0780	+20	0.10	50
038	1976	FORD	MUST	171	1	0700	+12	0.10	70
					3	0700	+12	2.00	280
					4	0650	+12	0.00	55
					A	0700	+12	0.10	55
					B	0700	+12	0.10	50
					C	0720	+12	0.00	50
039	1976	FORD	GRAN	250	1	0625	+12	0.00	62
					6	0525	+12	3.00	405
040	1976	FORD	GRAN	250	1	1150	+12	0.01	60
041	1976	FORD	GRAN	200	1	0780	+12	0.01	80
					6	0790	+12	0.00	73
					7	0900	+12	5.00	600
					8	0900	+10	0.10	85
					9	0900	+15	0.10	85
					0	0860	+10	0.00	65

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
FORD

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
042	1976	FORD	GRAN	250	1	0600	+12	0.00	40
					2	0600	+12	0.01	55
043	1976	FORD	GRAN	250	1	0650	+12	0.01	45
044	1976	FORD	GRAN	302	1	0525	+06	0.10	60
					2	0500	+05	0.00	60
045	1976	FORD	GRAN	302	1	0600	+06	0.01	104
046	1975	FORD	GRAN	351	1	0600	+04	2.50	110
					3	0650	+04	0.10	90
047	1975	FORD	ELIT	351	1	0600	+04	0.40	35
					4	0510	+06	0.04	65
					6	0575	+06	0.04	75
					7	0600	+06	0.10	90
					8	0650	+06	0.40	38
048	1976	FORD	ELIT	351	1	0700	+10	0.10	90
049	1975	FORD	TORI	351	1	0500	+00	0.15	55
					2	0500	+04	0.10	55
050	1976	FORD	ELIT	351	1	0750	+15	0.10	75
					2	0650	+10	0.17	70
					3	0650	+12	0.12	80
					4	0640	+12	0.10	85
					6	0650	+12	0.10	80
					7	0650	+18	0.10	165
					8	0590	+20	0.10	105
					9	0660	+12	0.24	170
051	1976	FORD	STAW	351	1	0600	+01	0.10	60
					2	0650	+03	0.10	45
052	1976	FORD	TORI	400	1	0600	+15	5.00	500
					2	0700	+18	4.20	800
053	1976	FORD	LTD	351	1	0700	+12	0.02	55

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
FORD

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
054	1976	FORD	LTD	351	1	0600	+04	0.01	30
055	1976	FORD	LTD	400	1	0575	+16	9.80	440
					3	0650	+16	0.01	60
056	1976	FORD	STAW	400	1	0550	+08	0.01	46
					2	0700	+08	0.01	70
057	1976	FORD	STAW	400	1	0575	+08	1.10	190
058	1976	MERC	MONA	250	1	0615	+11	0.00	45
059	1976	FORD	GRAN	302	1	0600	+00	0.10	60
					2	0650	+06	0.10	65
					6	0500	+06	0.00	55
060	1976	MERC	MONA	302	1	0500	+06	0.10	65
061	1976	MERC	COUG	351	1	0590	+10	0.30	47
062	1976	MERC	STAW	351	1	0590	+04	0.00	130
					4	0650	+04	0.10	60
					5	0700	+05	10.00	345
					6	0670	+04	0.00	50
					7	0600	+04	0.00	100
					8	0650	+09	0.00	50
					9	0650	+04	0.10	55
063	1976	MERC	MARQ	400	1	0700	+18	5.00	240
					3	0550	+18	2.00	420
					4	0600	+18	1.60	480
					A	0600	+18	1.80	520
064	1976	MERC	MARQ	400	1	0750	+12	0.10	80
065	1976	LINC	MRK4	460	1	0750	+08	4.00	310
					2	0750	+08	5.00	250
066	1976	LINC	CONT	460	1	0575	+08	0.01	30

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
GENERAL MOTORS

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
067	1976	BUIC	SKYL	231	1	0650	+16	0.01	55
					2	0650	+12	0.02	40
					3	0700	+12	0.01	36
					4	0850	+12	0.01	24
068	1976	BUIC	SKYL	260	1	0550	+18	0.01	30
					5	0550	+23	0.02	50
					6	0550	+23	0.02	40
					7	0600	+18	0.01	36
					8	0550	+18	0.01	35
					0	0550	+18	0.01	34
069	1976	BUIC	LESA	350	1	0575	+14	0.01	30
					2	0650	+12	0.02	46
070	1976	BUIC	LESA	350	1	0600	+11	1.75	140
					3	0600	+11	0.01	35
071	1976	BUIC	STAW	455	1	0700	+08	0.01	28
					2	0600	+12	0.01	25
					5	0650	+17	0.01	37
					6	0600	+17	0.01	34
					7	0750	+12	0.01	42
					8	0650	+12	0.01	30
					0	0650	+12	0.01	33
072	1976	CADI	DEVI	500	1	0650	+05	0.01	25
073	1976	CADI	DEVI	500	1	0600	+05	0.01	40
074	1976	CHEV	CHET	85	1	1050	+10	0.01	48
					3	0850	+10	2.00	57
					4	0850	+10	2.95	305
075	1976	CHEV	STAW	400	1	0600	+08	1.85	170
					2	0600	+08	1.80	150
					3	0600	+08	0.01	36
076	1976	CHEV	MONZ	140	1	0750	+12	0.01	30
077	1976	CHEV	CAMA	250	1	0600	+12	0.01	40

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
GENERAL MOTORS

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
078	1976	CHEV	NOVA	305	1	0600	+08	0.01	34
079	1976	CHEV	CAMA	305	1	0600	+08	0.01	32
080	1976	CHEV	CAMA	350	1	0700	+08	7.00	310
					3	0600	+07	0.01	33
081	1976	CHEV	MONT	305	1	0650	+08	0.01	27
					5	0625	+13	0.02	40
					6	0600	+13	0.01	40
					7	0650	+08	0.01	30
					8	0600	+08	0.02	20
082	1976	CHEV	MONT	305	1	0650	+08	0.01	35
083	1976	CHEV	MALI	350	1	0800	+06	0.01	33
					5	0650	+11	2.00	200
					6	0650	+11	0.01	41
					7	0625	+06	0.01	25
					8	0600	+06	0.01	30
					9	0650	+06	0.07	30
084	1976	CHEV	MONT	350	1	0700	+07	0.01	30
085	1976	CHEV	CAPR	400	1	0675	+06	0.01	35
086	1976	CHEV	CAPR	350	1	0725	+06	0.01	28
087	1976	CHEV	CAPR	350	1	0600	+07	5.80	315
					3	0600	+06	0.02	36
088	1976	CHEV	IMPA	350	1	0650	+09	0.01	35
					2	0600	+08	0.01	33
089	1976	CHEV	STAW	400	1	0600	+08	0.01	37
					3	0650	+08	0.02	40
					4	0600	+08	0.01	22
					A	0600	+08	0.01	20
090	1976	OLDS	CUTL	260	1	0650	+18	0.01	33
					3	0600	+18	0.01	25

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
GENERAL MOTORS

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
091	1976	OLDS	CUTL	350	1	0475	+24	3.10	1110
					2	0600	+22	1.40	760
					3	0575	+22	0.01	40
092	1976	OLDS	CUTL	350	1	0700	+20	2.40	280
					3	0600	+20	0.01	25
093	1976	OLDS	DELT	350	1	0550	+20	6.90	345
					3	0650	+20	0.02	43
094	1976	OLDS	NNTY	455	1	0650	+16	0.01	35
					2	0650	+16	0.01	30
					5	0550	+23	0.01	30
					6	0600	+23	0.01	47
					7	0600	+18	0.02	25
					8	0600	+18	0.01	26
095	1976	OLDS	STAW	455	1	0650	+16	0.01	27
096	1976	PONT	ASTR	140	1	0750	+12	0.01	40
097	1976	PONT	LEMA	260	1	0600	+16	0.01	30
					2	0625	+18	0.01	38
					3	0600	+18	0.01	33
					4	0625	+18	0.01	31
098	1976	PONT	GRNP	350	1	0625	+16	0.02	47
					2	0600	+16	0.01	37
					3	0600	+16	0.01	30
					4	0600	+16	0.01	33
099	1976	PONT	GRNP	350	1	0650	+16	0.02	27
					2	0700	+16	0.01	37
					5	0550	+21	6.70	280
					6	0650	+21	0.01	45
					7	0600	+16	0.01	25
					8	0600	+16	0.01	15
					9	0575	+16	4.20	70
					0	0600	+16	0.01	35

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
ENGINE STATUS

CHICAGO
GENERAL MOTORS

VEH	YEAR	MAKE	MODEL	CID	SEQ	IRPM	TIMING	ICO	IHC
100	1976	PONT	BONN	400	1	0550	+16	3.20	290
					3	0625	+16	0.02	48

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - SHORT CYCLE

Legend

VEH NO. - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

SEQ - Test sequence number

HC - Unburned hydrocarbon emissions in grams per mile

CO - Carbon monoxide emissions in grams per mile

CO2 - Carbon dioxide emissions in grams per mile

NOXC - Oxides of nitrogen emissions corrected for humidity in grams per mile

MPG FUEL ECON - Fuel economy calculated by the carbon balance method in miles per gallon

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
001	1976	DODG	ASPE	225	1	0.99	2.8	403.1	1.64	21.6
002	1976	DODG	DART	225	1	0.57	1.9	339.0	1.49	25.8
003	1976	DODG	DART	225	1	2.21	21.4	382.1	1.13	21.0
					3	0.88	7.3	398.3	1.01	21.5
					4	0.65	2.3	395.1	1.08	22.1
					6	1.58	7.6	389.8	0.97	21.8
					A	0.62	3.1	413.0	0.99	21.1
004	1976	DODG	DART	225	1	1.23	12.0	390.0	1.03	21.5
					2	1.82	12.5	347.1	1.55	23.8
					3	0.80	1.8	359.8	1.34	24.3
					4	0.39	0.3	372.9	0.90	23.7
					5	0.69	1.8	397.0	2.29	22.1
					6	1.89	3.8	383.7	1.07	22.4
					7	1.12	1.1	330.0	0.95	26.5
					8	1.24	1.2	354.5	3.32	24.6
					9	0.43	0.6	359.5	0.92	24.5
					C	2.27	7.0	361.0	1.50	23.4
					D	0.84	1.9	339.0	1.28	25.7
005	1976	DODG	ASPE	225	1	2.91	30.4	357.4	2.54	21.4
					2	0.39	0.9	397.6	2.20	22.2
					3	0.82	1.5	379.4	2.18	23.1
					4	0.54	0.4	383.9	2.07	23.0
					A	1.19	3.5	394.0	2.23	22.0
006	1976	DODG	ASPE	318	1	1.47	6.2	451.0	1.56	19.1
					3	0.47	0.3	424.5	1.19	20.8
007	1976	DODG	ASPE	318	1	4.01	35.5	432.8	1.42	17.7
					2	0.74	0.4	498.2	1.79	17.7
008	1976	DODG	CHAR	318	1	1.36	0.5	512.9	1.24	17.1
009	1976	DODG	CHAR	318	1	1.75	22.5	507.2	1.27	16.2
					2	1.07	4.3	527.9	1.14	16.5
					3	0.66	0.7	530.1	1.21	16.6
					C	0.61	1.0	496.3	1.34	17.8
					D	0.67	0.4	487.8	1.26	18.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
010	1976	DODG	CHAR	360	1	1.33	53.3	530.2	2.86	14.4
					2	0.57	11.8	550.4	2.53	15.5
					3	0.67	17.1	542.6	2.12	15.5
					4	0.84	20.4	552.9	2.00	15.1
					A	0.11	0.9	532.0	1.81	16.6
					B	0.74	15.2	558.6	2.28	15.2
011	1975	DODG	CHAR	318	1	1.02	5.5	720.9	1.67	12.1
					2	0.99	6.2	721.7	1.76	12.1
					3	0.79	4.5	701.5	1.74	12.5
012	1976	DODG	CHAR	360	1	0.17	2.7	561.6	2.81	15.7
013	1976	DODG	MONA	360	1	1.00	26.1	506.1	2.64	16.1
					3	0.32	6.1	551.0	2.84	15.8
					5	1.72	19.5	496.8	4.11	16.7
					6	1.08	28.2	509.6	2.63	15.9
					7	0.34	5.5	529.9	3.49	16.4
					8	0.23	1.6	521.3	2.86	16.9
					9	0.48	8.2	520.7	2.23	16.6
					0	0.38	0.9	531.3	2.18	16.6
014	1976	PLYM	VALI	225	1	2.95	30.9	328.6	1.08	23.0
					2	3.23	30.4	335.5	2.16	22.6
					3	0.56	1.3	356.6	1.83	24.6
					6	1.19	2.6	360.5	3.90	24.1
					7	1.46	5.3	346.6	1.95	24.7
					8	3.38	37.7	307.0	2.17	23.5
					9	3.75	37.7	316.1	2.21	22.9
					0	0.68	1.8	356.1	1.78	24.6
015	1976	PLYM	VOLA	225	1	2.21	38.7	358.7	1.18	20.8
					3	0.83	4.7	350.6	1.27	24.6
016	1976	PLYM	VALI	225	1	1.38	10.7	354.8	2.11	23.6
					2	0.74	2.3	371.1	1.42	23.5
017	1976	PLYM	VOLA	225	1	1.57	6.4	371.5	5.37	23.0
					2	1.96	11.5	374.0	1.42	22.3
					3	1.07	3.1	399.7	1.34	21.8
					C	1.38	5.8	385.3	1.10	22.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
018	1976	PLYM	VOLA	225	1	1.31	12.5	397.3	1.98	21.1
					3	0.55	0.8	414.9	2.07	21.2
					4	0.47	1.9	457.0	1.38	19.2
019	1976	PLYM	VOLA	225	1	2.62	29.9	332.0	1.85	22.9
					3	0.63	1.3	373.7	1.98	23.5
					4	1.31	3.4	375.8	1.83	23.0
					5	1.74	23.2	352.1	7.02	22.5
020	1976	PLYM	STAW	318	1	0.85	1.7	483.1	1.09	18.2
021	1976	PLYM	VOLA	318	1	2.97	57.3	440.3	1.19	16.4
					3	1.40	32.9	443.6	0.99	17.8
					4	1.12	28.9	432.7	1.23	18.4
					A	0.34	0.9	465.5	1.09	19.0
022	1976	PLYM	VALI	225	1	1.55	7.6	357.5	2.45	23.7
					2	0.99	6.6	347.2	1.70	24.6
					C	1.11	9.0	347.2	2.25	24.3
023	1976	PLYM	FURY	318	1	2.48	26.2	493.9	1.44	16.3
					3	0.82	0.7	491.8	1.65	17.9
024	1976	PLYM	FURY	318	1	4.57	30.4	437.8	5.29	17.7
					2	3.70	1.6	490.1	1.43	17.6
					3	4.32	1.2	484.9	1.44	17.7
					4	5.51	2.6	475.2	1.19	17.9
025	1976	PLYM	STAW	360	1	2.58	54.6	516.6	3.73	14.5
					3	0.33	2.3	579.4	3.26	15.2
					4	0.81	8.3	558.6	3.40	15.5
					A	0.33	4.2	575.0	3.62	15.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
CHRYSLER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
026	1975	PLYM	FURY	318	1	3.50	45.7	439.6	5.01	17.0
					2	0.21	0.8	513.9	3.23	17.2
					3	0.21	1.2	509.5	3.28	17.3
					4	0.21	0.4	478.9	2.79	18.5
					5	1.79	9.3	468.5	7.33	18.2
					6	0.63	8.8	491.2	3.12	17.5
					7	0.19	0.5	506.8	4.79	17.5
					8	0.24	1.4	512.1	1.82	17.2
					9	0.23	0.4	509.1	2.68	17.4
					0	0.49	0.4	434.0	3.79	20.3
027	1976	PLYM	VOLA	225	1	1.68	11.9	370.8	2.16	22.5
					3	0.83	1.9	375.3	2.06	23.3
					4	1.08	3.4	403.8	1.78	21.5
028	1976	PLYM	STAW	318	1	3.31	25.4	450.0	1.32	17.7
					3	0.90	0.7	415.9	0.81	21.1
					4	1.82	0.2	490.4	1.10	17.9
029	1975	PLYM	SCAM	225	1	1.23	28.8	367.2	2.14	21.3
					3	0.15	0.8	402.9	2.34	21.9
030	1976	CHRY	CORD	400	1	1.80	5.0	563.4	2.21	15.4
					2	1.02	0.1	591.4	2.20	14.9
					C	1.58	48.6	536.0	2.20	14.4
					D	1.56	45.7	544.5	2.02	14.3
					E	0.19	0.7	600.9	1.83	14.7
031	1976	CHRY	CORD	360	1	2.35	66.2	479.9	2.42	15.0
					2	1.10	29.2	523.1	2.61	15.5
					3	0.53	8.6	556.9	2.62	15.5
032	1976	CHRY	NEWP	400	1	0.19	2.8	603.1	2.75	14.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
033	1976	CHRY	NEWP	400	1	1.22	35.2	550.0	3.96	14.6
					2	0.16	1.0	588.1	3.11	1 .0
					4	0.21	4.6	611.7	2.48	14.3
					5	2.08	34.9	496.8	5.06	15.9
					6	1.17	29.3	555.3	2.72	14.7
					7	0.22	3.2	584.6	3.53	15.0
					8	0.45	1.6	580.1	2.87	15.2
					9	0.09	1.7	590.9	2.35	14.9
					0	0.56	2.3	534.9	2.50	16.4

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
FORD

						-----GRAMS PER MILE-----				
VEH NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	MPG FUEL ECON
034	1976	FORD	STAW	140	1	0.48	2.5	308.1	2.97	28.3
					2	0.55	1.4	309.8	3.85	28.3
					4	0.31	0.7	289.7	1.99	30.4
					6	0.36	1.0	289.6	3.43	30.4
					7	2.26	22.1	254.5	1.69	29.9
					8	0.33	0.4	304.5	2.44	29.0
					9	0.50	1.0	295.5	2.86	29.7
					0	0.48	0.9	336.3	2.13	26.2
					A	0.33	1.2	282.2	2.90	31.1
035	1975	FORD	PINT	171	1	0.63	2.5	421.9	3.22	20.7
					2	0.51	1.2	408.4	2.77	21.5
					6	0.43	1.5	412.7	3.40	21.3
					7	1.76	26.1	379.9	2.26	20.8
					8	0.50	1.5	430.6	3.02	20.4
					9	0.48	0.9	405.5	3.54	21.7
					0	0.50	3.7	464.1	2.34	18.8
					C	0.32	2.2	440.5	2.34	19.9
036	1976	FORD	MUST	140	1	0.46	0.5	371.6	1.20	23.7
037	1976	FORD	MUST	140	1	0.42	0.6	362.9	1.35	24.3
038	1976	FORD	MUST	171	1	0.63	2.7	436.6	2.92	20.0
					3	0.73	2.2	420.0	2.96	20.8
					4	0.84	3.5	413.2	3.10	21.1
					A	0.57	1.8	411.5	3.02	21.3
					B	0.63	1.9	424.3	2.88	20.7
					C	0.92	6.8	434.8	2.13	19.8
039	1976	FORD	GRAN	250	1	0.54	0.7	438.3	1.52	20.1
					6	2.28	26.0	389.6	5.52	20.3
040	1976	FORD	GRAN	250	1	0.64	4.1	404.6	1.20	21.5
041	1976	FORD	GRAN	200	1	0.53	0.0	362.4	1.25	24.4
					6	0.52	0.0	347.7	4.35	25.4
					7	1.48	11.8	327.9	1.23	25.3
					8	0.47	0.0	360.5	1.22	24.5
					9	0.60	0.1	380.0	1.75	23.2
					0	1.06	0.1	396.8	1.40	22.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
FORD

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
042	1976	FORD	GRAN	250	1	0.10	0.2	419.9	6.39	21.1
					2	0.33	0.0	475.8	1.09	18.6
043	1976	FORD	GRAN	250	1	0.29	0.0	446.7	1.90	19.8
044	1976	FORD	GRAN	302	1	1.27	3.3	438.7	2.85	19.8
					2	1.06	1.4	427.0	2.19	20.5
045	1976	FORD	GRAN	302	1	0.86	0.2	498.7	1.96	17.7
046	1975	FORD	GRAN	351	1	1.12	19.9	612.9	1.45	13.7
					3	1.95	10.1	645.3	1.49	13.3
047	1975	FORD	ELIT	351	1	1.03	12.1	611.8	1.63	14.0
					4	1.39	2.1	588.5	2.02	14.9
					6	1.17	2.8	575.1	3.97	15.2
					7	2.31	1.9	589.9	2.04	14.8
					8	0.64	14.7	652.2	1.59	13.1
048	1976	FORD	ELIT	351	1	1.04	4.4	578.7	2.13	15.1
049	1975	FORD	TORI	351	1	0.53	2.7	650.0	2.57	13.5
					2	0.77	2.4	668.7	1.63	13.1
050	1976	FORD	ELIT	351	1	0.83	5.4	542.2	3.50	16.0
					2	0.81	2.9	539.3	3.26	16.2
					3	1.33	2.0	536.5	2.85	16.3
					4	1.30	2.4	536.1	3.16	16.3
					6	1.44	2.5	533.5	6.10	16.4
					7	1.35	1.9	524.7	3.80	16.7
					8	1.28	3.3	529.3	6.80	16.5
					9	1.25	3.5	522.8	3.54	16.7
051	1976	FORD	STAW	351	1	0.41	2.5	768.5	0.82	11.5
					2	0.51	1.8	555.2	1.98	15.9
052	1976	FORD	TORI	400	1	2.11	8.0	563.6	2.30	15.2
					2	2.35	4.4	556.5	2.73	15.5
053	1976	FORD	LTD	351	1	0.44	0.6	558.6	2.87	15.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
FORD

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
054	1976	FORD	LTD	351	1	0.36	0.2	527.9	1.41	16.8
055	1976	FORD	LTD	400	1	1.83	24.8	575.6	2.35	14.3
					3	0.79	0.2	555.5	2.53	15.9
056	1976	FORD	STAW	400	1	0.80	6.5	532.7	2.16	16.3
					2	0.59	3.9	606.6	2.29	14.4
057	1976	FORD	STAW	400	1	0.37	1.2	495.1	1.55	17.8
058	1976	MERC	MONA	250	1	0.35	0.0	441.3	1.60	20.1
059	1976	FORD	GRAN	302	1	0.65	0.2	499.3	1.36	17.7
					2	1.42	3.3	463.6	1.60	18.8
					6	1.80	7.8	458.3	5.70	18.6
060	1976	MERC	MONA	302	1	1.45	10.4	484.3	1.42	17.6
061	1976	MERC	COUG	351	1	0.85	5.2	559.1	2.49	15.6
062	1976	MERC	STAW	351	1	0.58	0.2	569.5	3.69	15.5
					4	0.73	0.3	565.9	2.15	15.6
					5	3.64	105.6	501.1	3.85	13.1
					6	0.61	2.6	554.2	3.28	15.8
					7	0.76	0.2	557.1	2.43	15.9
					8	1.03	0.2	552.0	3.14	16.0
					9	0.66	0.3	565.8	6.30	15.6
063	1976	MERC	MARQ	400	1	2.84	23.0	557.8	2.51	14.7
					3	1.09	1.0	542.1	2.28	16.2
					4	1.11	1.4	557.3	2.04	15.8
					A	1.16	2.1	472.7	1.84	18.5
064	1976	MERC	MARQ	400	1	1.05	0.1	604.2	2.04	14.6
065	1976	LINC	MRK4	460	1	0.62	4.8	699.0	1.60	12.5
					2	0.43	5.7	700.5	1.31	12.5
066	1976	LINC	CONT	460	1	0.15	0.0	591.5	2.63	15.0

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
067	1976	BUIC	SKYL	231	1	0.49	7.6	392.8	5.35	21.8
					2	0.14	1.2	405.6	2.14	21.8
					3	0.07	0.3	401.2	1.90	22.1
					4	0.12	0.7	408.2	1.80	21.7
068	1976	BUIC	SKYL	260	1	0.11	0.1	426.8	1.97	20.8
					5	0.11	0.0	418.2	7.55	21.2
					6	0.11	0.3	418.1	2.51	21.2
					7	0.07	0.1	421.7	2.19	21.0
					8	0.26	0.1	424.4	6.29	20.9
					0	0.07	0.0	361.9	2.00	24.5
069	1976	BUIC	LESA	350	1	0.16	0.4	544.3	1.99	16.3
					2	0.11	0.2	572.5	2.07	15.5
070	1976	BUIC	LESA	350	1	0.92	16.4	547.8	2.31	15.4
					3	0.05	0.1	609.1	1.18	14.6
071	1976	BUIC	STAW	455	1	0.44	5.2	648.1	1.01	13.5
					2	0.27	0.4	628.1	1.56	14.1
					5	0.41	2.7	596.2	7.36	14.7
					6	0.51	3.5	611.5	1.79	14.3
					7	0.34	0.9	648.6	1.63	13.6
					8	0.38	1.1	632.5	6.38	14.0
					0	0.40	1.1	593.4	1.43	14.9
072	1976	CADI	DEVI	500	1	0.20	0.0	639.2	1.31	13.9
073	1976	CADI	DEVI	500	1	0.17	0.0	594.9	1.65	14.9
074	1976	CHEV	CHET	85	1	0.18	4.6	265.1	3.55	32.5
					3	0.78	5.8	259.7	3.02	32.7
					4	0.57	8.9	258.3	2.81	32.4
075	1976	CHEV	STAW	400	1	0.74	9.4	579.4	4.33	14.9
					2	0.67	8.2	584.2	2.23	14.8
					3	0.12	1.1	569.8	1.90	15.5
076	1976	CHEV	MONZ	140	1	0.23	1.0	359.9	0.82	24.5
077	1976	CHEV	CAMA	250	1	0.05	0.0	376.4	1.81	23.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
GENERAL MOTORS

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
078	1976	CHEV	NOVA	305	1	0.09	0.0	474.9	1.49	18.7
079	1976	CHEV	CAMA	305	1	0.09	0.1	446.6	1.71	19.9
080	1976	CHEV	CAMA	350	1	1.75	31.7	472.1	1.18	16.8
					3	0.15	0.8	513.5	1.46	17.2
081	1976	CHEV	MONT	305	1	0.09	0.6	465.7	1.56	19.0
					5	0.07	0.7	444.7	3.96	19.9
					6	0.08	0.8	444.6	1.87	19.9
					7	0.09	1.1	466.8	1.69	18.9
					8	0.06	0.2	425.1	2.95	20.9
082	1976	CHEV	MONT	305	1	0.12	0.9	450.2	2.07	19.6
083	1976	CHEV	MALI	350	1	0.13	1.1	559.7	1.70	15.8
					5	1.35	18.9	457.7	2.83	18.1
					6	0.28	3.2	494.5	1.27	17.7
					7	0.24	2.2	530.0	1.17	16.6
					8	0.31	3.4	494.6	2.36	17.7
					9	1.11	16.8	437.7	0.88	19.0
084	1976	CHEV	MONT	350	1	0.10	3.0	566.1	1.11	15.5
085	1976	CHEV	CAPR	400	1	0.08	0.2	561.6	1.74	15.8
086	1976	CHEV	CAPR	350	1	0.11	1.8	550.7	1.82	16.0
087	1976	CHEV	CAPR	350	1	1.81	34.4	536.7	1.99	14.9
					3	0.11	0.4	564.6	2.09	15.7
088	1976	CHEV	IMPA	350	1	0.09	0.7	531.0	2.04	16.7
					2	0.11	2.2	512.8	1.80	17.2
089	1976	CHEV	STAW	400	1	0.20	0.2	599.7	2.44	14.8
					3	0.15	0.1	572.0	2.18	15.5
					4	0.16	1.5	586.6	2.62	15.1
					A	0.14	0.3	614.6	2.48	14.4
090	1976	OLDS	CUTL	260	1	0.06	0.2	455.6	2.43	19.5
					3	0.06	0.0	449.3	1.95	19.7

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
GENERAL MOTORS

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
091	1976	OLDS	CUTL	350	1	1.94	8.6	463.8	1.84	18.4
					2	1.68	7.2	468.2	1.71	18.3
					3	0.17	0.0	472.0	1.62	18.8
092	1976	OLDS	CUTL	350	1	1.26	14.1	502.1	1.34	16.8
					3	0.09	0.0	491.9	1.46	18.0
093	1976	OLDS	DELT	350	1	1.74	24.2	439.7	0.91	18.4
					3	0.09	0.5	490.6	1.11	18.1
094	1976	OLDS	NNTY	455	1	0.11	0.0	546.3	6.82	16.2
					2	0.19	0.4	576.8	1.64	15.4
					5	0.18	0.0	503.3	6.99	17.6
					6	0.19	0.0	523.1	1.87	16.9
					7	0.14	0.0	546.7	1.70	16.2
					8	0.19	0.0	529.7	1.47	16.7
095	1976	OLDS	STAW	455	1	0.15	0.5	571.2	1.59	15.5
096	1976	PONT	ASTR	140	1	0.20	3.5	342.8	0.76	25.4
097	1976	PONT	LEMA	260	1	0.15	0.1	423.9	1.97	20.9
					2	0.16	0.0	439.4	2.27	20.2
					3	0.11	0.3	417.6	2.17	21.2
					4	0.13	0.2	439.1	2.39	20.2
098	1976	PONT	GRNP	350	1	0.13	0.2	475.2	3.08	18.6
					2	0.09	0.1	472.0	2.87	18.8
					3	0.07	0.1	461.2	2.90	19.2
					4	0.06	0.0	474.0	3.04	18.7
099	1976	PONT	GRNP	350	1	0.30	6.5	516.1	1.98	16.8
					2	0.14	1.1	515.7	2.21	17.1
					5	2.19	38.8	448.1	5.27	17.2
					6	0.18	0.8	492.9	2.48	17.9
					7	0.14	0.5	504.1	1.94	17.6
					8	0.13	1.8	499.3	4.07	17.7
					9	1.87	35.2	437.9	1.47	17.8
					0	0.30	3.2	507.5	1.85	17.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
SHORT CYCLE

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
100	1976	PONT	BONN	400	1	1.69	15.9	496.2	1.85	16.9
					3	0.11	0.1	530.9	1.74	16.7

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

Legend

VEH NO. - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

CID - Engine displacement in cubic inches

SEQ - Test sequence number

HC - Unburned hydrocarbon emissions in grams per mile

CO - Carbon monoxide emissions in grams per mile

CO2 - Carbon dioxide emissions in grams per mile

NOXC - Oxides of nitrogen emissions corrected for humidity in grams per mile

MPG FUEL ECON - Fuel economy calculated by the carbon balance method in miles per gallon

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
CHRYSLER

						-----GRAMS PER MILE-----				
VEH NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	MPG FUEL ECON
001	1976	DODG	ASPE	225	1	1.65	7.9	521.4	1.70	16.5
002	1976	DODG	DART	225	1	0.65	3.3	470.0	1.55	18.6
003	1976	DODG	DART	225	1	3.49	49.4	531.8	0.84	14.3
					3	2.00	14.9	588.9	1.07	14.3
					4	1.47	13.0	591.7	0.98	14.4
					6	4.03	18.9	537.1	0.83	15.3
					A	1.25	15.5	563.6	0.79	15.0
004	1976	DODG	DART	225	1	2.21	23.6	567.4	1.63	14.5
					2	2.50	29.1	482.9	1.91	16.5
					3	2.62	5.4	482.5	2.05	17.8
					4	0.81	1.5	524.7	1.20	16.8
					5	1.23	5.1	555.1	3.35	15.7
					6	2.73	12.4	490.5	1.42	17.1
					7	0.57	1.3	483.3	1.46	18.2
					8	2.50	2.0	470.2	4.59	18.4
					9	0.79	0.5	484.5	1.19	18.2
					C	2.85	19.7	484.6	1.94	16.9
					D	1.75	2.9	538.1	1.96	16.2
005	1976	DODG	ASPE	225	1	4.01	61.6	446.7	3.21	16.0
					2	0.82	2.3	557.1	2.71	15.8
					3	2.04	4.3	458.0	2.47	18.8
					4	0.88	0.2	502.2	2.26	17.6
					A	2.37	7.6	516.3	2.80	16.6
006	1976	DODG	ASPE	318	1	2.36	12.8	601.4	2.09	14.1
					3	0.71	0.7	631.1	2.18	14.0
007	1976	DODG	ASPE	318	1	5.48	76.0	570.1	1.90	12.6
					2	1.00	0.8	717.2	2.32	12.3
008	1976	DODG	CHAR	318	1	2.21	1.0	661.5	1.77	13.2
009	1976	DODG	CHAR	318	1	2.55	38.9	650.5	1.93	12.3
					2	1.31	5.1	713.0	1.89	12.2
					3	0.59	0.6	621.8	1.76	14.2
					C	0.81	1.7	639.9	2.18	13.8
					D	0.98	0.7	643.4	1.94	13.7

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
010	1976	DODG	CHAR	360	1	2.37	104.1	737.1	1.70	9.8
					2	0.96	17.4	795.4	1.78	10.7
					3	1.41	29.9	780.6	1.48	10.7
					4	1.50	29.7	791.0	1.36	10.5
					A	0.15	1.5	792.5	2.05	11.2
					B	1.31	21.3	782.6	1.58	10.8
011	1975	DODG	CHAR	318	1	1.64	9.8	929.0	2.22	9.3
					2	1.43	11.6	927.8	2.07	9.3
					3	1.28	8.8	905.0	2.28	9.6
012	1976	DODG	CHAR	360	1	0.19	1.7	784.5	1.77	11.3
013	1976	DODG	MONA	360	1	1.85	45.2	642.0	1.81	12.3
					3	0.22	1.0	746.5	1.87	11.9
					5	2.50	34.8	648.3	2.98	12.5
					6	1.92	44.2	681.3	1.85	11.7
					7	0.74	6.5	721.4	2.83	12.1
					8	0.19	0.9	677.6	2.17	13.1
					9	0.79	7.8	735.2	1.59	11.8
					0	0.24	0.4	671.0	1.49	13.2
014	1976	PLYM	VALI	225	1	6.44	79.4	438.2	1.62	15.2
					2	5.20	65.5	407.5	1.58	16.8
					3	1.24	7.1	495.0	1.64	17.4
					6	1.88	8.3	497.2	3.35	17.2
					7	2.57	20.4	468.7	1.70	17.4
					8	6.61	88.4	422.1	1.73	15.2
					9	6.75	93.2	404.9	1.76	15.5
					0	1.54	13.6	493.3	1.41	17.1
015	1976	PLYM	VOLA	225	1	3.23	76.3	463.4	1.39	15.0
					3	0.98	9.0	522.3	1.62	16.5
016	1976	PLYM	VALI	225	1	1.17	13.5	474.5	2.17	17.8
					2	1.75	6.6	485.3	2.02	17.7
017	1976	PLYM	VOLA	225	1	3.07	14.4	466.9	5.91	17.8
					2	2.50	25.5	479.7	1.66	16.8
					3	2.02	6.6	517.4	1.69	16.6
					C	2.17	7.8	513.4	1.54	16.7

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
018	1976	PLYM	VOLA	225	1	2.20	25.0	556.9	2.71	14.7
					3	0.64	0.6	542.1	2.43	16.3
					4	0.60	2.0	644.7	1.68	13.7
019	1976	PLYM	VOLA	225	1	3.23	61.9	413.7	1.89	17.0
					3	1.60	5.4	519.4	2.49	16.7
					4	1.87	10.0	493.8	2.13	17.2
					5	2.83	49.8	477.4	8.39	15.7
020	1976	PLYM	STAW	318	1	1.06	1.3	689.3	1.48	12.8
021	1976	PLYM	VOLA	318	1	3.45	58.7	634.2	2.06	12.0
					3	1.72	52.2	600.3	1.36	12.9
					4	2.15	45.3	611.7	1.52	12.9
					A	0.41	0.2	620.1	1.44	14.3
022	1976	PLYM	VALI	225	1	1.69	17.5	485.3	2.79	17.1
					2	1.56	18.6	461.3	1.90	17.9
					C	1.48	14.2	476.5	2.55	17.6
023	1976	PLYM	FURY	318	1	3.54	50.0	607.8	2.13	12.7
					3	0.93	1.1	678.0	2.07	13.0
024	1976	PLYM	FURY	318	1	6.88	76.4	546.8	4.84	12.9
					2	3.87	2.3	670.0	1.92	12.9
					3	10.91	3.6	604.3	1.43	13.8
					4	11.40	6.0	568.5	1.06	14.5
025	1976	PLYM	STAW	360	1	3.70	102.8	629.4	1.71	11.1
					3	0.23	1.6	780.5	1.94	11.3
					4	0.66	6.0	795.5	2.08	11.0
					A	0.24	2.2	777.9	2.02	11.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
CHRYSLER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
026	1975	PLYM	FURY	318	1	5.00	92.6	546.0	4.37	12.5
					2	0.19	0.5	730.1	2.26	12.1
					3	0.27	2.0	741.9	1.84	11.9
					4	0.19	0.3	715.1	1.82	12.4
					5	3.27	18.2	608.5	7.56	13.7
					6	1.36	17.3	658.0	1.83	12.9
					7	0.38	1.0	715.0	3.15	12.4
					8	0.62	1.9	681.4	1.80	12.9
					9	0.30	0.9	687.7	1.94	12.9
					0	2.88	4.3	580.3	4.59	14.9
027	1976	PLYM	VOLA	225	1	2.67	28.5	501.9	3.17	16.0
					3	0.84	2.8	514.9	2.52	17.0
					4	2.45	6.1	527.6	2.09	16.3
028	1976	PLYM	STAW	318	1	4.79	52.2	549.7	1.61	13.7
					3	0.92	0.5	643.4	1.49	13.7
					4	3.96	0.3	642.2	1.17	13.5
029	1975	PLYM	SCAM	225	1	2.74	59.4	494.1	2.46	14.9
					3	0.15	0.4	580.0	2.88	15.3
030	1976	CHRY	CORD	400	1	2.14	6.9	851.6	1.65	10.2
					2	1.44	0.0	815.5	1.62	10.8
					C	2.73	93.9	736.2	1.51	9.9
					D	2.66	93.2	752.0	1.31	9.8
					E	0.21	1.1	844.6	1.41	10.5
031	1976	CHRY	CORD	360	1	3.45	132.1	637.1	1.25	10.4
					2	1.82	55.3	853.1	3.17	9.4
					3	1.01	14.0	788.2	1.81	10.9
032	1976	CHRY	NEWP	400	1	0.19	1.3	808.7	2.41	10.9

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
CHRYSLER

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
033	1976	CHRY	NEWP	400	1	2.14	63.2	719.3	2.13	10.8
					2	0.12	0.1	784.5	1.79	11.3
					4	0.17	2.1	853.4	1.58	10.4
					5	3.27	70.5	670.3	4.02	11.2
					6	2.00	59.3	748.9	1.64	10.5
					7	0.21	0.6	784.9	2.15	11.3
					8	1.01	4.5	768.3	1.88	11.4
					9	0.11	0.3	825.1	1.78	10.7
					0	1.08	4.8	701.0	2.10	12.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
FORD

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
034	1976	FORD	STAW	140	1	0.44	2.1	448.4	3.43	19.6
					2	0.52	2.6	438.9	3.51	20.0
					4	0.52	2.3	432.3	2.19	20.3
					6	0.54	2.4	432.5	3.64	20.3
					7	4.55	62.2	331.8	1.68	20.0
					8	0.43	1.5	437.4	3.01	20.1
					9	0.74	1.8	460.9	4.21	19.0
					0	0.18	2.2	519.9	2.07	16.9
					A	0.58	3.2	438.5	2.83	19.9
035	1975	FORD	PINT	171	1	0.51	0.6	553.3	3.44	16.0
					2	0.53	0.9	552.0	2.46	16.0
					6	0.49	1.2	578.1	3.59	15.3
					7	2.26	39.0	527.0	1.45	14.9
					8	0.52	1.0	562.2	2.46	15.7
					9	0.54	0.8	549.7	3.07	16.1
					0	0.41	3.0	674.3	1.94	13.0
					C	0.35	1.6	602.0	2.18	14.7
036	1976	FORD	MUST	140	1	0.52	0.3	521.3	2.37	17.0
037	1976	FORD	MUST	140	1	0.55	0.3	503.4	2.11	17.6
038	1976	FORD	MUST	171	1	1.12	7.3	626.5	3.46	13.8
					3	1.14	8.2	579.4	3.35	14.9
					4	1.56	13.0	567.9	3.52	15.0
					A	1.24	10.5	564.3	3.51	15.2
					B	1.48	9.7	594.2	3.65	14.5
					C	1.65	35.1	556.3	2.31	14.4
039	1976	FORD	GRAN	250	1	1.71	20.5	579.9	2.26	14.4
					6	3.40	38.2	519.0	6.36	15.0
040	1976	FORD	GRAN	250	1	2.29	31.0	591.0	1.31	13.7
041	1976	FORD	GRAN	200	1	0.85	0.0	556.8	1.70	15.9
					6	0.79	0.0	516.8	4.44	17.1
					7	2.98	33.8	482.4	1.28	16.3
					8	0.78	0.1	520.3	1.44	17.0
					9	0.70	0.1	490.0	2.46	18.0
					0	0.73	0.4	641.2	1.58	13.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
FORD

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
042	1976	FORD	GRAN	250	1	0.14	0.1	592.1	7.06	15.0
					2	1.37	6.0	642.4	1.13	13.5
043	1976	FORD	GRAN	250	1	0.40	0.0	590.4	3.08	15.0
044	1976	FORD	GRAN	302	1	3.12	18.6	603.4	2.56	13.8
					2	1.21	4.8	587.8	2.06	14.8
045	1976	FORD	GRAN	302	1	0.99	0.2	706.8	2.21	12.5
046	1975	FORD	GRAN	351	1	1.57	44.0	802.1	1.72	10.1
					3	2.12	4.4	902.6	1.81	9.7
047	1975	FORD	ELIT	351	1	1.09	23.6	801.7	1.56	10.5
					4	1.27	3.5	754.5	2.23	11.6
					6	1.46	4.2	755.7	3.66	11.6
					7	3.69	2.8	763.0	2.03	11.4
					8	0.75	29.7	869.0	1.41	9.7
048	1976	FORD	ELIT	351	1	1.37	6.4	777.2	2.01	11.2
049	1975	FORD	TORI	351	1	0.77	4.0	947.7	3.10	9.3
					2	0.92	3.9	941.0	2.08	9.3
050	1976	FORD	ELIT	351	1	1.03	3.9	759.3	2.96	11.5
					2	1.14	5.9	753.7	3.03	11.6
					3	1.81	3.3	791.8	3.18	11.1
					4	1.64	3.8	745.9	3.20	11.7
					6	1.78	3.2	726.6	4.95	12.0
					7	1.85	3.0	759.1	3.62	11.5
					8	1.67	3.7	728.2	5.37	12.0
					9	1.73	6.2	699.8	2.74	12.4
051	1976	FORD	STAW	351	1	0.65	3.0	1087.3	1.11	8.1
					2	0.40	0.0	735.9	1.90	12.0
052	1976	FORD	TORI	400	1	4.96	66.0	689.6	2.10	11.0
					2	5.25	57.7	675.8	2.42	11.3
053	1976	FORD	LTD	351	1	0.59	0.7	746.1	3.23	11.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
FORD

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
054	1976	FORD	LTD	351	1	0.33	0.1	723.8	1.52	12.2
055	1976	FORD	LTD	400	1	6.35	125.8	696.0	1.67	9.7
					3	0.80	0.1	737.4	2.57	12.0
056	1976	FORD	STAW	400	1	1.31	37.9	745.7	1.95	11.0
					2	1.87	26.2	838.9	2.59	10.0
057	1976	FORD	STAW	400	1	1.53	11.4	787.6	1.89	11.0
058	1976	MERC	MONA	250	1	0.44	0.0	604.6	2.45	14.6
059	1976	FORD	GRAN	302	1	0.87	0.7	659.5	1.27	13.4
					2	3.52	39.1	606.5	1.56	13.1
					6	4.07	43.1	554.4	5.24	14.0
060	1976	MERC	MONA	302	1	2.12	32.9	612.8	1.34	13.2
061	1976	MERC	COUG	351	1	1.21	11.7	782.9	2.06	11.0
062	1976	MERC	STAW	351	1	0.73	0.0	759.0	3.32	11.7
					4	0.79	0.0	777.2	2.75	11.4
					5	5.51	210.3	649.8	2.95	8.9
					6	0.57	0.8	718.6	3.23	12.3
					7	0.73	0.0	758.2	2.35	11.7
					8	1.13	0.1	752.3	3.25	11.7
					9	0.67	0.0	753.2	5.88	11.7
063	1976	MERC	MARQ	400	1	8.36	53.3	726.3	1.96	10.6
					3	3.28	8.8	710.8	2.07	12.1
					4	1.95	3.5	732.3	1.90	11.9
					A	2.81	8.1	736.0	2.18	11.7
064	1976	MERC	MARQ	400	1	1.35	0.1	838.4	2.29	10.5
065	1976	LINC	MRK4	460	1	1.72	36.9	897.7	1.12	9.2
					2	2.13	53.4	843.9	1.21	9.5
066	1976	LINC	CONT	460	1	0.14	0.0	767.2	2.25	11.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
067	1976	BUIC	SKYL	231	1	0.11	1.1	531.9	6.52	16.6
					2	0.11	1.9	533.7	3.07	16.5
					3	0.11	0.9	541.5	2.79	16.3
					4	0.15	1.6	536.9	2.95	16.4
068	1976	BUIC	SKYL	260	1	0.15	0.0	550.8	1.87	16.1
					5	0.10	0.0	539.7	7.79	16.4
					6	0.15	0.0	543.4	2.40	16.3
					7	0.09	0.0	551.3	2.35	16.1
					8	0.21	0.0	543.7	6.02	16.3
					0	0.09	0.0	527.7	3.61	16.8
069	1976	BUIC	LESA	350	1	0.15	0.0	687.8	1.47	12.9
					2	0.13	0.0	727.3	1.82	12.2
070	1976	BUIC	LESA	350	1	3.24	40.0	683.9	1.96	11.7
					3	0.07	0.0	769.7	1.22	11.5
071	1976	BUIC	STAW	455	1	0.70	12.3	832.4	1.08	10.4
					2	0.36	0.5	779.9	1.27	11.4
					5	0.46	0.8	717.8	4.66	12.3
					6	0.37	0.8	749.8	1.45	11.8
					7	0.32	0.0	778.4	1.21	11.4
					8	0.33	0.5	786.8	4.30	11.3
					0	0.40	1.0	715.1	1.48	12.4
072	1976	CADI	DEVI	500	1	0.27	0.0	811.1	1.30	10.9
073	1976	CADI	DEVI	500	1	0.17	0.0	758.1	1.80	11.7
074	1976	CHEV	CHET	85	1	0.65	20.7	396.6	3.94	20.6
					3	1.40	19.7	363.3	3.08	22.3
					4	1.59	36.8	353.9	2.75	21.3
075	1976	CHEV	STAW	400	1	1.54	21.1	727.6	3.37	11.6
					2	1.30	14.7	735.1	1.62	11.6
					3	0.13	0.1	695.9	1.79	12.7
076	1976	CHEV	MONZ	140	1	0.17	0.9	504.0	1.41	17.5
077	1976	CHEV	CAMA	250	1	0.07	0.0	506.0	1.89	17.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
GENERAL MOTORS

VEH						-----GRAMS	PER	MILE-----		MPG FUEL
NO.	YEAR	MAKE	MODL	CID	SEQ	HC	CO	CO2	NOXC	ECON
078	1976	CHEV	NOVA	305	1	0.13	0.0	641.9	1.68	13.8
079	1976	CHEV	CAMA	305	1	0.12	0.7	593.4	2.03	14.9
080	1976	CHEV	CAMA	350	1	2.81	66.9	655.7	1.61	11.5
					3	0.19	0.3	609.0	1.51	14.5
081	1976	CHEV	MONT	305	1	0.09	0.0	626.3	1.96	14.2
					5	0.09	0.8	574.4	3.66	15.4
					6	0.14	2.4	561.5	2.13	15.7
					7	0.08	0.0	615.7	1.79	14.4
					8	0.07	0.0	609.3	3.36	14.6
082	1976	CHEV	MONT	305	1	0.19	1.1	621.5	2.48	14.2
083	1976	CHEV	MALI	350	1	0.20	4.4	766.4	2.21	11.5
					5	2.19	41.3	599.4	2.64	13.2
					6	0.41	5.5	643.9	1.63	13.6
					7	0.24	2.1	686.7	1.41	12.9
					8	0.60	10.4	653.4	2.34	13.2
					9	1.71	31.8	648.7	1.22	12.6
084	1976	CHEV	MONT	350	1	0.20	6.2	776.6	1.54	11.3
085	1976	CHEV	CAPR	400	1	0.13	0.0	764.3	1.64	11.6
086	1976	CHEV	CAPR	350	1	0.14	3.7	719.0	2.34	12.2
087	1976	CHEV	CAPR	350	1	3.34	67.9	674.1	1.64	11.2
					3	0.30	7.3	729.5	1.62	12.0
088	1976	CHEV	IMPA	350	1	0.09	0.1	685.1	2.04	12.9
					2	0.08	0.4	659.7	1.84	13.4
089	1976	CHEV	STAW	400	1	0.19	0.1	720.2	1.79	12.3
					3	0.23	0.0	735.1	1.55	12.1
					4	0.18	0.4	718.4	1.97	12.3
					A	0.20	0.0	766.5	1.83	11.6
090	1976	OLDS	CUTL	260	1	0.09	1.2	581.2	2.39	15.2
					3	0.06	0.0	572.2	2.03	15.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
091	1976	OLDS	CUTL	350	1	3.84	24.8	540.6	1.76	15.0
					2	2.59	16.9	595.1	1.76	14.1
					3	0.16	0.0	589.0	1.80	15.1
092	1976	OLDS	CUTL	350	1	2.44	30.9	668.9	1.97	12.2
					3	0.11	0.0	617.7	1.81	14.4
093	1976	OLDS	DELT	350	1	2.69	49.4	573.3	1.00	13.5
					3	0.07	0.0	607.0	1.15	14.6
094	1976	OLDS	NNTY	455	1	0.14	0.0	707.8	5.43	12.5
					2	0.20	0.0	737.0	1.74	12.0
					5	0.20	0.2	643.4	5.97	13.8
					6	0.23	0.0	658.0	2.01	13.5
					7	0.18	0.0	661.8	1.53	13.4
					8	0.25	0.0	672.8	1.49	13.2
095	1976	OLDS	STAW	455	1	0.16	0.0	722.2	1.48	12.3
096	1976	PONT	ASTR	140	1	0.19	2.1	499.9	1.24	17.6
097	1976	PONT	LEMA	260	1	0.14	0.0	558.2	1.84	15.9
					2	0.18	0.0	624.9	2.77	14.2
					3	0.15	0.0	625.9	2.20	14.2
					4	0.13	0.0	568.1	2.15	15.6
098	1976	PONT	GRNP	350	1	0.10	0.2	635.9	2.97	13.9
					2	0.10	0.0	612.6	2.98	14.5
					3	0.09	0.4	606.4	2.75	14.6
					4	0.09	0.0	641.0	3.26	13.8
099	1976	PONT	GRNP	350	1	0.29	8.0	698.7	2.19	12.5
					2	0.16	1.9	684.7	2.64	12.9
					5	3.24	84.3	549.4	5.13	12.8
					6	0.14	1.0	637.4	2.79	13.9
					7	0.13	0.7	625.1	2.02	14.2
					8	0.18	2.6	664.3	4.14	13.3
					9	2.93	68.8	562.8	1.54	13.0
					0	0.18	2.3	647.7	1.88	13.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
COMPOSITE NEW YORK SHORT CYCLE AND NEW JERSEY ACID TEST

CHICAGO
GENERAL MOTORS

VEH NO.	YEAR	MAKE	MODL	CID	SEQ	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
100	1976	PONT	BONN	400	1	2.75	35.4	625.5	1.86	12.9
					3	0.11	0.1	658.3	1.64	13.5

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - FEDERAL KEYMODE

Legend

VEH - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

SEQ - Test sequence number

Following are the three modes of the test: High Cruise, Low Cruise, and Idle in Drive, as specified in the table below. During each of these modes the following data were taken.

HC - Exhaust hydrocarbon concentration in PPM hexane

CO - Exhaust carbon monoxide concentration in mole per cent

NOX - Exhaust oxides of nitrogen concentration in PPM

Clayton Key Mode Test Conditions

Vehicle Class (lbs)	Transmission Range/Gear	Meter Dyno Load hp @ mph	High Cruise (mph)	Low Cruise (mph)	Idle
2000 to 2800	Drive or Third	15 @ 38	36-38	22-25	Automatic Transmission in Drive
2801 to 3800	Drive or High	24 @ 46	44-46	29-32	
3801 and up	Drive or High	30 @ 50	48-50	32-35	

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
CHRYSLER

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
001	1976	DODG	ASPE	1	46	0.00	1347.0	58	0.00	540.4	167	1.30	154.9
002	1976	DODG	DART	1	56	0.00	1534.7	49	0.00	940.0	50	0.00	120.5
003	1976	DODG	DART	1	95	0.85	1229.3	150	0.65	872.2	410	3.30	49.4
				3	70	0.25	4048.1	60	0.00	4216.7	158	0.00	59.3
				4	40	0.55	982.6	25	0.01	1024.8	120	0.01	49.4
				6	80	0.35	1189.2	60	0.01	940.0	750	0.40	35.6
				A	80	0.04	929.1	65	0.00	1024.8	175	0.00	55.3
004	1976	DODG	DART	1	40	0.01	982.6	50	0.01	568.8	220	3.00	196.7
				2	35	0.01	1308.2	40	0.01	853.3	240	3.60	127.8
				3	43	0.00	1189.2	52	0.00	777.4	220	1.00	172.1
				4	20	0.03	1024.8	20	0.02	436.1	20	0.02	29.6
				5	43	0.00	2951.7	46	0.00	897.0	184	0.60	79.0
				6	46	0.00	1148.8	63	0.00	578.3	295	2.10	53.3
				7	16	0.01	1347.0	32	0.00	749.0	150	0.08	49.4
				8	52	0.00	4891.4	54	0.00	1712.0	61	0.00	147.5
				9	41	0.02	1209.3	49	0.02	512.0	55	0.02	130.3
				C	40	0.02	1624.7	46	0.02	777.4	260	2.90	84.0
				D	38	0.02	1571.0	47	0.02	777.4	46	0.01	83.0
005	1976	DODG	ASPE	1	43	0.00	1779.9	55	0.00	1308.2	450	9.00	35.6
				2	45	0.00	1712.0	52	0.00	1148.8	53	0.00	417.1
				3	45	0.00	1498.0	52	0.00	982.6	60	0.00	179.4
				4	42	0.00	1571.0	39	0.00	940.0	85	0.00	113.1
				A	20	0.03	1479.5	28	0.03	940.0	140	0.80	127.8
006	1976	DODG	ASPE	1	45	0.00	1169.1	65	0.00	398.2	280	2.20	100.8
				3	45	0.00	1087.2	64	0.00	341.3	57	0.00	213.9
007	1976	DODG	ASPE	1	57	0.00	1003.7	100	0.00	474.0	480	8.00	39.5
				2	60	0.00	1024.8	113	0.00	578.3	63	0.00	426.6
008	1976	DODG	CHAR	1	35	0.00	1249.2	60	0.00	322.3	40	0.00	237.0
009	1976	DODG	CHAR	1	50	0.00	982.6	60	0.00	284.4	315	4.00	98.3
				2	15	0.02	881.7	22	0.02	237.0	164	1.00	213.9
				3	57	0.03	843.8	74	0.04	237.0	82	0.06	177.0
				C	28	0.02	1107.8	41	0.02	322.3	165	1.10	177.0
				D	30	0.01	1229.3	40	0.01	379.2	43	0.01	237.0

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
CHRYSLER

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
010	1976	DODG	CHAR	1	40	0.40	1347.0	35	0.01	1813.3	140	4.80	79.0
				2	37	0.20	1779.9	37	0.01	1571.0	75	1.50	94.8
				3	38	0.21	1624.7	35	0.01	1498.0	105	2.30	83.0
				4	50	0.30	1087.2	50	0.01	1148.8	140	2.90	66.2
				A	50	0.30	1249.2	40	0.01	1189.2	45	0.02	162.2
				B	40	0.20	1347.0	113	0.90	1045.7	130	2.00	69.1
011	1975	DODG	CHAR	1	95	0.00	1148.8	87	0.00	237.0	140	1.00	218.1
				2	43	0.16	1148.8	47	0.11	237.0	85	0.40	237.0
				3	52	0.14	1209.3	54	0.10	274.9	95	0.16	221.2
012	1976	DODG	CHAR	1	23	0.01	2108.4	27	0.00	1677.4	33	0.00	78.0
013	1976	DODG	MONA	1	35	0.02	1606.9	40	0.01	1746.2	130	2.60	75.1
				3	26	0.01	1498.0	30	0.01	1571.0	25	0.01	108.2
				5	45	0.01	3542.0	35	0.01	1712.0	190	3.00	98.3
				6	34	0.02	1589.0	40	0.01	1659.9	143	2.85	58.3
				7	28	0.02	3373.4	27	0.01	1642.3	85	0.80	79.0
				8	30	0.02	1878.7	35	0.01	1571.0	35	0.01	90.9
				9	28	0.01	1534.7	30	0.01	1347.0	60	0.28	39.5
				0	20	0.02	1498.0	25	0.02	1269.0	35	0.03	81.0
014	1976	PLYM	VALI	1	32	0.00	1249.2	55	0.00	701.6	395	8.50	36.5
				2	45	0.00	3204.7	55	0.00	2004.5	360	8.00	43.5
				3	55	0.00	2951.7	58	0.00	1624.7	75	0.00	98.3
				6	55	0.01	5060.1	60	0.01	2530.0	80	0.01	59.3
				7	52	0.00	2698.7	50	0.00	1606.9	155	1.58	64.2
				8	45	0.01	2698.7	40	0.01	1910.8	480	9.20	43.5
				9	38	0.00	2783.0	47	0.00	1878.7	400	9.00	35.6
				0	50	0.00	2867.4	57	0.00	1677.4	85	0.10	61.2
015	1976	PLYM	VOLA	1	60	0.00	1087.2	170	1.20	568.8	90	9.40	67.2
				3	46	0.04	919.6	100	0.03	379.2	240	2.40	293.9
016	1976	PLYM	VALI	1	45	0.00	1479.5	52	0.00	1107.8	40	0.00	303.4
				2	50	0.00	4469.7	55	0.00	900.7	75	0.00	206.5
017	1976	PLYM	VOLA	1	70	0.00	4891.4	65	0.00	2530.0	250	2.50	77.0
				2	40	0.01	1460.9	50	0.01	221.2	250	3.60	51.4
				3	57	0.00	1442.2	60	0.00	474.0	180	1.20	59.3
				C	30	0.02	1423.4	40	0.02	322.3	120	1.60	98.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
CHRYSLER

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
018	1976	PLYM	VOLA	1	37	0.00	1942.5	58	0.00	1107.8	200	3.80	179.4
				3	43	0.00	1796.7	64	0.00	940.0	70	0.00	341.3
				4	39	0.00	1894.8	46	0.00	493.0	121	1.00	167.2
019	1976	PLYM	VOLA	1	50	0.00	1148.8	57	0.00	1128.4	390	9.60	35.6
				3	44	0.00	1189.2	50	0.00	881.7	190	1.30	159.8
				4	37	0.00	1269.0	36	0.00	940.0	220	2.70	152.4
				5	54	0.00	5144.4	60	0.00	3120.4	400	7.90	71.1
020	1976	PLYM	STAW	1	46	0.00	891.2	73	0.00	293.9	60	0.00	179.4
021	1976	PLYM	VOLA	1	250	7.40	115.5	43	0.00	1571.0	230	0.80	152.4
				3	260	8.50	110.6	260	4.00	796.4	55	0.00	179.4
				4	240	5.60	226.2	200	1.60	1229.3	39	0.00	228.6
				A	27	0.00	796.4	45	0.00	237.0	43	0.00	204.0
022	1976	PLYM	VALI	1	45	0.01	1779.9	50	0.01	1498.0	165	1.80	201.6
				2	45	0.00	1045.7	63	0.00	1148.8	225	3.02	83.0
				C	48	0.03	1066.5	46	0.01	1460.9	165	2.90	137.7
023	1976	PLYM	FURY	1	46	0.01	692.1	90	0.00	274.9	400	6.40	68.2
				3	49	0.02	796.4	93	0.03	483.5	68	0.03	231.1
024	1976	PLYM	FURY	1	110	0.01	3373.4	160	0.01	1878.7	550	7.60	63.2
				2	94	0.00	1169.1	270	0.00	322.3	210	0.30	201.6
				3	65	0.00	1066.5	260	0.00	341.3	515	0.00	211.4
				4	57	0.10	1003.7	120	0.04	274.9	900	0.03	189.3
025	1976	PLYM	STAW	1	42	0.05	2277.0	145	1.10	1779.9	270	6.80	45.4
				3	54	0.08	2108.4	60	0.05	568.8	56	0.02	49.4
				4	35	0.10	1606.9	85	0.55	1571.0	115	1.00	65.2
				A	30	0.02	2004.5	30	0.01	1712.0	55	0.14	47.4
026	1975	PLYM	FURY	1	63	0.02	2445.7	85	0.01	3036.0	420	8.00	76.1
				2	57	0.02	2004.5	50	0.02	2530.0	45	0.02	167.2
				3	40	0.02	1910.8	40	0.02	758.4	40	0.02	137.7
				4	46	0.02	1779.9	52	0.02	2192.7	46	0.02	159.8
				5	55	0.01	6409.4	55	0.02	2698.7	240	2.50	208.6
				6	55	0.02	1939.7	40	0.02	2530.0	160	3.00	103.2
				7	30	0.06	4216.7	30	0.06	940.0	25	0.06	208.6
				8	35	0.02	1024.8	40	0.02	1024.8	40	0.01	157.3
				9	54	0.02	1878.7	56	0.02	2277.0	53	0.02	169.6
				0	52	0.02	1894.8	57	0.02	2530.0	85	0.10	172.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
CHRYSLER

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
027	1976	PLYM	VOLA	1	45	0.00	1442.2	47	0.00	1066.5	235	3.08	191.7
				3	45	0.00	1571.0	50	0.00	940.0	45	0.00	379.2
				4	40	0.00	1385.4	50	0.00	805.9	45	0.00	159.8
028	1976	PLYM	STAW	1	51	0.02	1128.4	110	0.02	233.5	510	6.70	48.4
				3	45	0.02	1024.8	94	0.02	274.9	90	0.04	118.0
				4	45	0.02	1024.8	98	0.02	237.0	160	0.02	199.1
029	1975	PLYM	SCAM	1	32	0.02	1003.7	44	0.02	1404.4	240	6.20	74.1
				3	27	0.02	1148.8	36	0.02	1385.4	41	0.02	135.2
030	1976	CHRY	CORD	1	40	0.01	2530.0	55	0.01	1460.9	400	2.10	55.3
				2	27	0.01	2361.4	32	0.02	1460.9	125	0.02	94.8
				C	25	0.01	2698.7	45	0.01	720.8	820	4.90	81.0
				D	20	0.01	1347.0	30	0.01	474.0	130	3.80	65.2
				E	26	0.01	1534.7	28	0.01	1045.7	38	0.01	52.4
031	1976	CHRY	CORD	1	30	0.01	1973.7	35	0.01	1878.7	220	7.20	47.4
				2	30	0.01	2192.7	35	0.01	1973.7	155	4.50	64.2
				3	30	0.01	2192.7	35	0.01	1642.3	90	1.00	69.1
032	1976	CHRY	NEWP	1	30	0.02	1423.4	37	0.02	1308.2	40	0.01	95.9
033	1976	CHRY	NEWP	1	80	0.04	3963.7	87	0.04	2277.0	180	4.80	78.0
				2	40	0.02	3373.4	45	0.02	1442.2	105	0.30	79.0
				4	25	0.01	1973.7	20	0.01	1423.4	70	0.90	118.0
				5	40	0.02	3795.1	51	0.01	2445.7	310	5.80	67.2
				6	33	0.01	1846.2	43	0.00	1308.2	190	5.20	62.2
				7	35	0.02	3204.7	38	0.02	1404.4	105	1.20	98.3
				8	29	0.01	2192.7	33	0.01	1712.0	140	1.35	81.0
				9	29	0.01	1862.5	32	0.00	1189.2	37	0.02	43.5
				0	28	0.01	1813.3	30	0.01	1347.0	160	1.30	108.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
FORD

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
034	1976	FORD	STAW	1	75	0.00	2267.5	63	0.00	626.9	42	0.00	48.5
				2	68	0.01	2544.0	52	0.01	852.9	36	0.00	51.5
				4	70	0.10	1636.7	60	0.10	676.1	50	0.10	44.5
				6	75	0.10	2641.2	60	0.10	597.3	45	0.10	46.5
				7	100	0.01	2156.7	250	2.40	882.3	340	5.90	43.6
				8	70	0.00	1977.8	59	0.00	1028.5	45	0.00	104.3
				9	70	0.00	2289.6	58	0.00	1123.4	69	0.00	152.0
				0	68	0.00	1659.7	58	0.00	676.1	160	0.00	55.4
				A	75	0.10	2223.3	65	0.10	735.2	50	0.10	50.5
035	1975	FORD	PINT	1	70	0.10	1358.7	60	0.10	224.1	60	0.10	70.5
				2	70	0.01	1405.3	45	0.01	319.8	50	0.01	82.7
				6	80	0.10	2178.9	45	0.10	359.6	60	0.10	66.5
				7	155	0.30	872.5	180	2.30	232.0	280	3.75	78.6
				8	79	0.00	1358.7	55	0.00	299.9	60	0.00	62.4
				9	89	0.00	1864.9	60	0.00	309.9	69	0.00	70.5
				0	70	0.02	1311.9	40	0.01	229.3	40	0.01	46.5
				C	67	0.05	1498.3	38	0.04	299.9	47	0.02	99.3
036	1976	FORD	MUST	1	41	0.01	735.2	40	0.01	626.9	37	0.01	55.4
037	1976	FORD	MUST	1	65	0.10	715.5	80	0.10	656.4	50	0.10	58.4
038	1976	FORD	MUST	1	105	0.10	754.8	75	0.10	458.8	220	1.80	82.7
				3	90	0.10	794.1	75	0.10	676.1	280	2.10	90.8
				4	97	0.05	882.3	74	0.02	567.7	56	0.00	81.6
				A	95	0.10	872.5	70	0.10	735.2	55	0.10	90.8
				B	90	0.10	833.3	70	0.10	636.7	50	0.10	97.0
				C	90	0.01	686.0	75	0.00	488.5	48	0.00	82.7
039	1976	FORD	GRAN	1	60	0.00	901.9	60	0.00	270.0	56	0.00	190.4
				6	38	0.08	1910.2	200	2.10	2201.1	320	4.20	203.3
040	1976	FORD	GRAN	1	55	0.01	1217.9	50	0.01	458.8	60	0.01	42.6
041	1976	FORD	GRAN	1	66	0.00	1123.4	60	0.00	1217.9	85	0.01	39.6
				6	55	0.00	2738.6	47	0.00	1382.0	71	0.00	58.4
				7	50	0.10	2223.3	50	0.10	2836.2	600	5.20	50.5
				8	60	0.10	1405.3	60	0.10	1311.9	85	0.10	38.6
				9	60	0.10	1544.6	50	0.10	478.6	80	0.10	34.7
				0	63	0.00	1335.3	59	0.00	1099.7	72	0.00	37.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
FORD

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
042	1976	FORD	GRAN	1	42	0.00	4124.4	40	0.02	1451.9	40	0.00	1076.0
				2	65	0.01	666.3	70	0.01	172.4	65	0.01	538.0
043	1976	FORD	GRAN	1	40	0.01	1170.8	45	0.01	213.7	40	0.01	676.1
044	1976	FORD	GRAN	1	90	0.10	1028.5	80	0.10	676.1	70	0.10	126.8
				2	100	0.02	872.5	85	0.01	557.8	68	0.00	119.3
045	1976	FORD	GRAN	1	76	0.02	921.5	70	0.01	458.8	58	0.01	439.0
046	1975	FORD	GRAN	1	70	0.20	980.8	60	0.15	224.1	110	2.50	56.4
				3	75	0.15	872.5	60	0.10	187.8	90	0.15	172.4
047	1975	FORD	ELIT	1	45	0.10	980.8	35	0.09	339.7	55	1.30	58.4
				4	63	0.10	1590.7	47	0.07	547.9	63	0.08	162.2
				6	80	0.13	2934.0	55	0.16	823.5	68	0.04	54.5
				7	70	0.10	1451.9	55	0.10	518.2	80	0.10	126.8
				8	60	0.08	1265.0	50	0.15	419.2	46	1.70	47.5
048	1976	FORD	ELIT	1	75	0.20	597.3	85	0.13	439.0	95	0.10	162.2
049	1975	FORD	TORI	1	35	0.10	1123.4	35	0.15	498.4	55	0.15	131.8
				2	50	0.10	872.5	45	0.10	260.1	55	0.11	126.8
050	1976	FORD	ELIT	1	80	0.10	1311.9	75	0.04	1099.7	85	0.15	224.1
				2	72	0.13	1147.1	65	0.07	931.2	75	0.22	229.3
				3	80	0.11	852.9	80	0.10	754.8	80	0.12	146.9
				4	80	0.11	813.7	85	0.10	774.5	85	0.10	172.4
				6	90	0.20	4024.1	85	0.12	2447.0	80	0.10	182.6
				7	105	0.08	1590.7	100	0.05	1382.0	105	0.10	270.0
				8	112	0.22	4024.1	102	0.09	2738.6	92	0.13	260.1
				9	113	0.20	1170.8	113	0.13	1405.3	105	0.32	177.5
051	1976	FORD	STAW	1	40	0.20	96.9	50	0.10	116.8	60	0.10	141.9
				2	55	0.10	577.5	50	0.10	379.5	45	0.10	203.3
052	1976	FORD	TORI	1	65	0.08	617.0	75	0.01	309.9	75	0.01	93.9
				2	55	0.04	911.7	80	0.01	488.5	360	4.50	139.4
053	1976	FORD	LTD	1	45	0.07	803.9	48	0.01	607.1	45	0.04	478.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
FORD

					HIGH SPEED			LOW SPEED			IDLE		
					HC	CO	NOX	HC	CO	NOX	HC	CO	NOX
VEH	YEAR	MAKE	MODL	SEQ	PPM/HEX	%	PPM	PPM/HEX	%	PPM	PPM/HEX	%	PPM
054	1976	FORD	LTD	1	25	0.02	478.6	30	0.01	309.9	27	0.01	242.5
055	1976	FORD	LTD	1	55	0.10	872.5	55	0.10	399.3	440	9.80	23.0
				3	35	0.02	1170.8	35	0.01	518.2	50	0.01	419.2
056	1976	FORD	STAW	1	45	0.05	892.1	39	0.01	439.0	43	0.01	51.5
				2	50	0.03	597.3	46	0.01	399.3	50	0.01	290.0
057	1976	FORD	STAW	1	50	0.10	872.5	50	0.10	359.6	200	2.50	152.0
058	1976	MERC	MONA	1	41	0.00	754.8	43	0.00	185.2	40	0.00	359.6
059	1976	FORD	GRAN	1	55	0.10	458.8	60	0.10	208.5	60	0.10	203.3
				2	65	0.10	597.3	75	0.10	240.1	65	0.10	66.5
				6	70	0.05	2201.1	60	0.00	1311.9	55	0.00	61.4
060	1976	MERC	MONA	1	80	0.10	676.1	70	0.10	359.6	65	0.10	50.5
061	1976	MERC	COUG	1	60	0.10	911.7	55	0.05	617.0	70	0.60	111.8
062	1976	MERC	STAW	1	58	0.00	823.5	54	0.00	488.5	68	0.00	319.8
				4	45	0.10	813.7	50	0.10	379.5	60	0.10	339.7
				5	60	0.06	1451.9	60	0.01	1217.9	355	10.00	49.5
				6	64	0.22	676.1	50	0.00	872.5	47	0.00	319.8
				7	49	0.01	1028.5	51	0.00	399.3	52	0.00	329.8
				8	75	0.00	1335.3	70	0.00	597.3	59	0.00	379.5
				9	55	0.10	3228.8	50	0.10	1498.3	55	0.10	208.5
063	1976	MERC	MARQ	1	40	0.02	852.9	46	0.01	399.3	240	5.70	109.3
				3	60	0.10	870.5	75	[illegible]	359.6	420	2.00	96.9
				4	50	0.10	1217.9	55	0.10	439.0	480	2.00	172.4
				A	60	0.10	1028.5	70	[illegible]	[illegible]	580	2.00	136.8
064	1976	MERC	MARQ	1	70	0.10	980.8	70	0.10	379.5	90	0.10	478.6
065	1976	LINC	MRK4	1	20	0.03	213.7	225	0.00	216.3	190	3.30	167.3
				2	35	0.07	146.9	35	0.00	167.3	240	4.10	149.5
066	1976	LINC	CONT	1	30	0.01	547.9	32	0.01	429.1	30	0.01	192.9

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
GENERAL MOTORS

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
067	1976	BUIC	SKYL	1	33	0.01	5566.1	34	0.01	2530.0	120	0.75	530.9
				2	34	0.02	1910.8	36	0.02	312.9	39	0.02	521.4
				3	31	0.01	1516.4	33	0.01	455.1	35	0.01	322.3
				4	17	0.01	1045.7	20	0.01	701.6	18	0.01	303.4
068	1976	BUIC	SKYL	1	30	0.01	853.3	30	0.01	1229.3	27	0.01	940.0
				5	42	0.01	4807.1	42	0.02	3710.7	40	0.02	1712.0
				6	34	0.01	940.0	33	0.01	1269.0	32	0.01	815.3
				7	27	0.00	663.6	32	0.00	1087.2	34	0.00	809.7
				8	45	0.01	4048.1	42	0.01	2867.4	35	0.01	809.7
				0	33	0.01	834.3	34	0.01	1148.8	32	0.01	1308.2
069	1976	BUIC	LESA	1	25	0.01	1677.4	30	0.01	815.3	30	0.01	211.4
				2	40	0.02	1677.4	42	0.02	777.4	41	0.02	237.0
070	1976	BUIC	LESA	1	24	0.01	2004.5	26	0.01	982.6	130	1.70	221.2
				3	30	0.01	897.0	32	0.01	303.4	34	0.01	169.6
071	1976	BUIC	STAW	1	45	0.80	1385.4	80	1.00	265.5	28	0.01	137.7
				2	25	0.02	1712.0	30	1.70	227.5	25	0.02	103.2
				5	27	0.05	2698.7	25	0.02	1148.8	28	0.01	265.5
				6	35	0.03	1498.0	40	0.30	284.4	30	0.01	108.2
				7	40	0.04	1107.8	50	0.46	196.7	42	0.01	98.3
				8	25	0.07	2361.4	25	0.02	1347.0	23	0.01	103.2
				0	28	0.01	1910.8	28	0.01	201.6	26	0.01	162.2
072	1976	CADI	DEVI	1	35	0.01	982.6	30	0.01	322.3	30	0.01	493.0
073	1976	CADI	DEVI	1	34	0.01	767.9	39	0.01	436.1	37	0.01	445.6
074	1976	CHEV	CHET	1	35	0.01	4554.1	37	0.01	2530.0	30	0.01	186.8
				3	25	0.01	4048.1	23	0.01	2108.4	210	2.30	73.1
				4	35	0.01	3542.0	32	0.01	2004.5	255	2.80	103.2
075	1976	CHEV	STAW	1	32	0.02	3289.0	36	0.02	1796.7	162	2.20	130.3
				2	30	0.01	1989.2	36	0.01	568.8	142	1.80	130.3
				3	38	0.01	1498.0	40	0.01	530.9	36	0.01	152.4
076	1976	CHEV	MONZ	1	25	0.01	663.6	35	0.01	265.5	30	0.01	211.4
077	1976	CHEV	CAMA	1	33	0.01	758.4	37	0.01	417.1	35	0.01	201.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
GENERAL MOTORS

					— HIGH SPEED —			— LOW SPEED —			— IDLE —		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
078	1976	CHEV	NOVA	1	35	0.01	1677.4	40	0.01	331.8	40	0.01	265.5
079	1976	CHEV	CAMA	1	30	0.01	1973.7	28	0.01	417.1	26	0.01	147.5
080	1976	CHEV	CAMA	1	25	0.05	663.6	30	0.01	455.1	250	6.50	45.4
				3	32	0.01	1642.3	30	0.01	455.1	32	0.01	132.7
081	1976	CHEV	MONT	1	22	0.01	1942.5	25	0.01	568.8	20	0.01	512.0
				5	40	0.02	4132.4	40	0.02	2277.0	40	0.02	455.1
				6	37	0.01	2530.0	40	0.01	872.2	38	0.01	455.1
				7	30	0.01	2277.0	30	0.01	568.8	30	0.01	293.9
				8	20	0.01	3542.0	20	0.02	1534.7	20	0.02	322.3
082	1976	CHEV	MONT	1	31	0.02	1846.2	34	0.01	777.4	35	0.01	246.5
083	1976	CHEV	MALI	1	32	0.01	1269.0	30	0.01	284.4	28	0.01	720.5
				5	41 0	0.01	2951.7	128	1.60	1107.8	200	2.30	256.0
				6	44	0.01	1308.2	44	0.02	644.7	40	0.01	426.6
				7	20	0.01	1347.0	25	0.01	227.5	20	0.01	322.3
				8	30	0.01	2192.7	32	1.20	474.0	25	0.01	303.4
				9	25	0.01	1148.8	70	0.07	322.3	135	1.40	227.5
084	1976	CHEV	MONT	1	35	0.01	1460.9	40	0.01	303.4	35	0.01	512.0
085	1976	CHEV	CAPR	1	26	0.01	1642.3	28	0.01	379.2	27	0.01	341.3
086	1976	CHEV	CAPR	1	25	0.01	2192.7	24	0.01	530.9	23	0.01	644.7
087	1976	CHEV	CAPR	1	30	0.01	2277.0	36	0.01	625.7	320	5.90	36.5
				3	36	0.02	1878.7	37	0.02	587.8	36	0.02	360.3
088	1976	CHEV	IMPA	1	30	0.01	2192.7	30	0.01	663.6	30	0.01	398.2
				2	23	0.01	1973.7	23	0.01	625.7	20	0.01	322.3
089	1976	CHEV	STAW	1	38	0.01	1973.7	38	0.01	644.7	37	0.01	211.4
				3	39	0.02	1989.2	39	0.02	606.8	38	0.02	177.0
				4	25	0.01	2192.7	25	0.01	682.6	20	0.01	284.4
				A	20	0.01	1813.3	20	0.01	663.6	15	0.01	284.4
090	1976	OLDS	CUTL	1	27	0.01	1746.2	29	0.01	1269.0	28	0.01	379.2
				3	30	0.01	1606.9	30	0.01	1229.3	20	0.02	606.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL KEY MODE

CHICAGO
GENERAL MOTORS

					HIGH SPEED			LOW SPEED			IDLE		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
091	1976	OLDS	CUTL	1	45	0.01	1460.9	75	0.01	568.8	420	4.70	55.3
				2	30	0.01	1479.5	50	0.01	549.9	270	3.20	98.3
				3	30	0.01	1571.0	40	0.01	493.0	30	0.01	322.3
092	1976	OLDS	CUTL	1	25	0.01	1189.2	30	0.01	512.0	210	2.30	379.2
				3	20	0.01	1189.2	20	0.01	398.2	17	0.01	379.2
093	1976	OLDS	DELT	1	41	0.26	635.2	46	0.01	663.6	350	6.90	43.5
				3	39	0.02	961.4	41	0.02	635.2	41	0.02	184.4
094	1976	OLDS	NNTY	1	35	0.01	4385.4	35	0.01	2698.7	33	0.01	284.4
				2	30	0.01	1148.8	30	0.01	474.0	30	0.01	322.3
				5	30	0.01	4554.1	25	0.01	3036.0	25	0.01	341.3
				6	33	0.01	1712.0	36	0.01	606.8	35	0.01	172.1
				7	25	0.02	1269.0	26	0.02	512.0	25	0.02	186.8
				8	17	0.01	1189.2	20	0.01	455.1	19	0.01	177.0
095	1976	OLDS	STAW	1	28	0.01	1606.9	30	0.01	549.9	26	0.01	216.3
096	1976	PONT	ASTR	1	38	0.01	701.6	42	0.01	265.5	37	0.01	231.1
097	1976	PONT	LEMA	1	24	0.01	1846.2	25	0.01	1148.8	23	0.01	455.1
				2	34	0.01	1894.8	36	0.01	1308.2	33	0.01	663.6
				3	35	0.01	1385.4	35	0.01	1423.4	30	0.01	663.6
				4	27	0.01	1498.0	29	0.01	1534.7	30	0.01	1045.7
098	1976	PONT	GRNP	1	40	0.02	1973.7	43	0.02	1552.9	45	0.02	312.9
				2	36	0.01	1878.7	38	0.01	1479.5	36	0.01	237.0
				3	28	0.01	1910.8	30	0.01	1385.4	28	0.01	186.8
				4	25	0.01	2192.7	25	0.01	1534.7	23	0.01	265.5
099	1976	PONT	GRNP	1	25	0.02	2192.7	28	0.02	644.7	27	0.02	398.2
				2	30	0.01	2004.5	33	0.01	940.0	30	0.01	398.2
				5	30	0.01	4638.4	35	0.01	2614.4	270	6.30	76.1
				6	40	0.01	2277.0	44	0.01	891.2	40	0.01	221.2
				7	25	0.01	1855.4	24	0.02	891.2	20	0.02	284.4
				8	15	0.01	3879.4	20	0.01	1534.7	15	0.02	265.5
				9	30	0.01	1779.9	55	0.01	530.9	280	6.00	71.1
				0	30	0.01	1942.5	40	0.01	777.4	35	0.01	227.5
100	1976	PONT	BONN	1	30	0.01	2361.4	30	0.01	512.0	240	3.10	71.1
				3	42	0.02	2108.4	44	0.02	464.5	45	0.02	177.0

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - TWO SPEED IDLE

Legend

VEH - Vehicle number

YEAR - Model year

MAKE - Vehicle make

MODL - Vehicle model

SEQ - Test sequence number

IDLE (N) - Readings taken with engine at normal idle, transmission in neutral

2250 RPM - Readings taken with engine at 2250 RPM transmission in neutral

HC - Unburned hydrocarbon emissions in PPM hexane

CO - Carbon monoxide emissions in mole percent

NOX - Oxides of nitrogen emissions in PPM

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
CHRYSLER

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
001	1976	DODG	ASPE	1	95	1.00	59.3	57	0.00	243.4
002	1976	DODG	DART	1	57	0.00	59.3	51	0.00	216.3
003	1976	DODG	DART	1	420	3.10	47.4	70	0.50	162.2
				3	180	0.00	53.3	60	0.00	237.0
				4	120	0.01	45.4	20	0.10	181.9
				6	700	0.20	29.6	60	0.01	167.2
				A	170	0.00	53.3	60	0.00	201.6
004	1976	DODG	DART	1	150	2.00	92.8	45	0.01	132.7
				2	255	3.10	61.2	60	0.01	191.7
				3	90	0.00	69.1	100	0.00	137.7
				4	25	0.02	61.2	30	0.03	108.2
				5	73	0.00	71.1	60	0.00	265.5
				6	400	0.07	29.6	105	0.00	147.5
				7	60	0.05	67.2	70	0.01	142.6
				8	85	0.00	74.1	50	0.00	455.1
									02	162.2
				D	56	0.01	73.1	60	0.01	157.3
005	1976	DODG	ASPE	1	40	0.00	44.4	45	0.00	663.6
				2	75	0.00	140.1	60	0.00	231.1
				3	70	0.00	93.8	65	0.00	216.3
				4	145	0.00	57.3	75	0.00	226.2
				A	50	0.07	87.9	50	0.04	226.2
006	1976	DODG	ASPE	1	380	1.30	63.2	55	0.00	147.5
				3	70	0.00	90.9	80	0.00	159.8
007	1976	DODG	ASPE	1	580	7.80	36.5	90	0.00	172.1
				2	103	0.00	191.7	140	0.00	172.1
008	1976	DODG	CHAR	1	80	0.00	98.3	210	0.00	118.0
009	1976	DODG	CHAR	1	330	3.90	66.2	80	0.00	127.8
				2	124	0.40	96.8	35	0.02	118.0
				3	90	0.05	87.9	106	0.04	115.5
				C	155	0.90	84.9	67	0.02	142.6
				D	82	0.01	113.1	110	0.01	98.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
CHRYSLER

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
010	1976	DODG	CHAR	1	140	6.20	69.1	35	0.01	398.2
				2	80	2.50	77.0	35	0.01	341.3
				3	95	2.80	71.1	37	0.01	341.3
				4	143	3.20	56.3	61	0.01	256.0
				A	50	0.02	105.7	52	0.02	284.4
				B	135	3.20	60.3	105	0.90	246.5
011	1975	DODG	CHAR	1	100	0.00	98.3	95	0.00	113.1
				2	68	0.23	103.2	60	0.10	108.2
				3	70	0.14	98.3	65	0.10	103.2
012	1976	DODG	CHAR	1	55	0.43	51.4	32	0.00	388.7
013	1976	DODG	MONA	1	125	3.20	59.3	45	0.01	284.4
				3	25	0.01	57.3	30	0.01	246.5
				5	210	3.20	79.0	55	0.01	379.2
				6	140	3.80	53.3	41	0.01	274.9
				7	80	1.50	61.2	28	0.01	379.2
				8	35	0.02	49.4	34	0.02	237.0
				9	75	1.40	65.2	28	0.01	265.5
				0	20	0.02	67.2	30	0.02	227.5
014	1976	PLYM	VALI	1	410	8.50	31.6	60	0.00	149.9
				2	410	7.80	39.5	40	0.00	303.4
				3	80	0.00	69.1	55	0.00	265.5
				6	95	0.01	75.1	45	0.01	455.1
				7	165	1.04	67.2	60	0.00	303.4
				8	480	9.00	33.6	40	0.01	303.4
				9	400	9.00	31.6	22	0.00	322.3
				0	82	0.05	79.0	61	0.00	303.4
015	1976	PLYM	VOLA	1	380	8.20	57.3	56	0.05	122.9
				3	170	1.20	93.8	48	0.00	164.7
016	1976	PLYM	VALI	1	55	0.02	118.0	65	0.01	221.2
				2	52	0.00	122.9	65	0.00	796.4
017	1976	PLYM	VOLA	1	400	1.80	36.5	50	2.20	940.0
				2	250	2.80	41.5	120	0.01	172.1
				3	70	0.46	69.1	155	0.00	177.0
				C	120	0.02	57.3	85	0.02	157.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
CHRYSLER

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
018	1976	PLYM	VOLA	1	177	3.00	93.8	45	0.00	243.4
				3	65	0.00	115.5	77	0.00	206.5
				4	42	0.00	93.8	47	0.00	137.7
019	1976	PLYM	VOLA	1	480	8.40	30.6	100	0.00	189.3
				3	150	0.30	29.6	140	0.00	199.1
				4	200	1.30	69.1	185	0.00	191.7
				5	480	6.80	59.3	60	0.00	982.6
020	1976	PLYM	STAW	1	75	0.10	59.3	73	0.00	147.5
021	1976	PLYM	VOLA	1	400	0.80	21.7	70	4.20	113.1
				3	52	0.00	108.2	145	3.90	118.0
				4	43	0.00	110.6	133	2.90	92.8
				A	44	0.00	98.3	73	0.00	140.1
022	1976	PLYM	VALI	1	170	1.40	83.0	150	0.01	265.5
				2	180	1.80	63.2	120	0.00	184.4
				C	150	1.60	84.9	85	0.05	246.5
023	1976	PLYM	FURY	1	485	6.10	52.4	110	0.00	110.6
				3	80	0.05	110.6	190	0.04	194.2
024	1976	PLYM	FURY	1	740	6.20	41.5	180	0.01	322.3
				2	750	0.00	108.2	320	0.00	115.5
				3	1070	0.00	88.5	320	0.00	127.8
				4	1000	0.03	78.7	440	0.07	118.0
025	1976	PLYM	STAW	1	270	6.40	42.5	88	1.40	360.3
				3	70	0.04	59.3	93	0.20	196.7
				4	90	0.80	31.6	90	0.90	322.3
				A	50	0.33	37.5	30	0.01	265.5

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
CHRYSLER

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
026	1975	PLYM	FURY	1	580	7.60	51.4	104	0.00	331.8
				2	47	0.02	98.3	47	0.02	284.4
				3	40	0.02	88.5	35	0.02	122.9
				4	47	0.02	79.0	51	0.02	293.9
				5	60	1.80	83.6	60	0.01	474.0
				6	110	1.80	69.1	45	0.02	132.7
				7	25	0.06	132.7	15	0.06	322.3
				8	35	0.01	83.6	30	0.02	137.7
				9	57	0.02	97.8	56	0.02	483.5
				0	70	0.05	93.8	70	0.03	284.4
027	1976	PLYM	VOLA	1	225	2.06	74.1	40	0.00	196.7
				3	50	0.00	110.6	65	0.00	240.9
				4	57	0.00	93.4	85	0.00	208.9
028	1976	PLYM	STAW	1	660	5.70	40.5	140	0.02	125.4
				3	116	0.05	75.1	105	0.03	110.6
				4	200	0.02	113.1	120	0.03	118.0
029	1975	PLYM	SCAM	1	200	4.70	74.1	56	0.01	284.4
				3	38	0.02	137.7	42	0.02	237.0
030	1976	CHRY	CORD	1	865	1.90	47.4	300	0.01	379.2
				2	127	0.02	61.2	200	0.02	398.2
				C	140	4.10	65.2	50	4.80	303.4
				D	140	6.30	53.3	50	0.01	227.5
				E	36	0.01	49.4	32	0.01	256.0
031	1976	CHRY	CORD	1	250	7.60	41.5	45	0.01	360.3
				2	155	4.40	49.4	50	0.01	303.4
				3	80	1.40	57.3	35	0.01	322.3
032	1976	CHRY	NEWP	1	35	0.03	57.3	41	0.02	246.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
CHRYSLER

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
033	1976	CHRY	NEWP	1	180	4.50	61.2	105	0.03	426.6
				2	95	0.18	27.7	55	0.02	331.8
				4	65	0.70	63.9	35	0.01	284.4
				5	400	5.50	54.3	92	0.00	417.1
				6	184	5.20	54.3	47	0.00	312.9
				7	95	1.30	65.2	39	0.01	331.8
				8	125	1.25	57.3	43	0.01	350.8
				9	38	0.02	25.7	40	0.01	274.9
				0	150	0.80	61.2	45	0.01	265.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
FORD

					IDLE (N)			2250 RPM		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
034	1976	FORD	STAW	1	55	0.00	38.6	69	0.00	203.3
				2	49	0.00	43.6	46	0.00	232.0
				4	50	0.10	36.7	55	0.10	224.1
				6	50	0.10	40.6	55	0.10	229.3
				7	520	6.20	28.8	182	2.40	299.9
				8	60	0.00	70.5	52	0.00	309.9
				9	68	0.00	134.3	45	0.00	419.2
				0	150	0.00	48.5	52	0.00	208.5
				A	50	0.10	48.5	60	0.10	319.8
035	1975	FORD	PINT	1	60	0.10	50.5	55	0.10	146.9
				2	55	0.01	52.5	40	0.01	152.0
				6	50	0.10	52.5	50	0.10	131.8
				7	248	3.60	66.5	142	2.10	144.4
				8	52	0.00	46.5	45	0.00	97.0
				9	56	0.00	50.5	53	0.00	200.7
				0	45	0.01	43.6	40	0.01	111.8
				C	41	0.02	65.5	37	0.03	124.3
036	1976	FORD	MUST	1	26	0.00	63.4	90	0.01	93.9
037	1976	FORD	MUST	1	50	0.10	44.5	55	0.10	111.8
038	1976	FORD	MUST	1	70	0.10	64.5	75	0.10	399.3
				3	60	0.10	60.4	60	0.10	399.3
				4	60	0.00	59.4	63	0.05	448.9
				A	60	0.10	66.5	65	0.10	439.0
				B	50	0.10	66.5	60	0.10	419.2
				C	54	0.00	55.4	57	0.02	224.1
039	1976	FORD	GRAN	1	62	0.00	42.6	67	0.00	48.5
				6	410	3.80	65.5	127	2.30	794.1
040	1976	FORD	GRAN	1	60	0.01	40.6	55	0.01	80.6
041	1976	FORD	GRAN	1	85	0.01	26.9	53	0.00	91.9
				6	75	0.00	32.8	35	0.00	136.8
				7	600	5.00	50.5	70	0.10	64.5
				8	85	0.10	32.8	65	0.10	76.6
				9	85	0.10	30.8	75	0.10	80.6
				0	81	0.00	27.9	47	0.00	159.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
FORD

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
042	1976	FORD	GRAN	1	41	0.00	187.8	40	0.04	200.2
				2	56	0.01	39.6	57	0.01	49.5
043	1976	FORD	GRAN	1	45	0.01	91.9	55	0.01	54.5
044	1976	FORD	GRAN	1	50	0.10	126.8	100	0.10	177.5
				2	67	0.00	139.4	120	0.01	154.5
045	1976	FORD	GRAN	1	105	0.01	200.7	105	0.02	159.6
046	1975	FORD	GRAN	1	70	1.30	48.5	50	0.10	146.9
				3	130	0.15	78.6	60	0.10	141.9
047	1975	FORD	ELIT	1	35	0.40	43.6	32	0.12	126.8
				4	45	0.05	72.5	40	0.05	136.8
				6	45	0.04	60.4	30	0.08	240.1
				7	200	0.10	52.5	60	0.10	116.8
				8	36	0.32	46.5	37	0.05	124.3
048	1976	FORD	ELIT	1	80	0.10	66.5	75	0.10	101.8
049	1975	FORD	TORI	1	45	0.10	68.5	40	0.10	187.8
				2	45	0.10	62.4	50	0.10	111.8
050	1976	FORD	ELIT	1	60	0.10	73.5	55	0.07	198.1
				2	51	0.14	74.5	42	0.06	218.9
				3	95	0.10	58.4	85	0.10	116.8
				4	100	0.10	66.5	75	0.10	141.9
				6	95	0.10	87.0	55	0.10	715.5
				7	160	0.10	80.6	130	0.08	260.1
				8	100	0.08	87.8	62	0.11	764.7
				9	170	0.24	84.7	85	0.26	339.7
051	1976	FORD	STAW	1	60	0.10	66.5	50	0.10	64.5
				2	65	0.10	66.5	75	0.10	101.8
052	1976	FORD	TORI	1	105	0.01	62.4	165	0.01	121.8
				2	790	3.80	67.5	150	0.02	146.9
053	1976	FORD	LTD	1	165	0.01	280.0	60	0.01	111.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
FORD

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
054	1976	FORD	LTD	1	40	0.01	88.8	40	0.01	96.9
055	1976	FORD	LTD	1	800	8.80	32.8	95	0.10	131.8
				3	105	0.01	172.4	75	0.01	205.9
056	1976	FORD	STAW	1	45	0.01	121.8	58	0.01	121.8
				2	61	0.01	172.4	61	0.01	104.3
057	1976	FORD	STAW	1	250	1.30	60.4	80	0.10	116.8
058	1976	MERC	MONA	1	45	0.00	54.5	54	0.00	41.6
059	1976	FORD	GRAN	1	70	0.10	96.9	100	0.10	101.8
				2	60	0.10	72.5	130	0.10	116.8
				6	49	0.00	119.3	43	0.00	290.0
060	1976	MERC	MONA	1	50	0.10	50.5	150	0.10	131.8
061	1976	MERC	COUG	1	50	0.28	51.5	40	0.07	154.5
062	1976	MERC	STAW	1	130	0.00	146.9	80	0.00	129.3
				4	100	0.10	126.8	80	0.10	111.8
				5	450	9.50	46.5	100	0.70	379.5
				6	75	0.00	116.8	32	0.00	242.5
				7	95	0.00	129.3	82	0.00	141.9
				8	200	0.00	172.4	120	0.00	177.5
				9	140	0.10	106.8	45	0.10	359.6
063	1976	MERC	MARQ	1	1300	3.60	43.6	165	0.01	121.8
				3	900	1.40	36.7	140	0.10	116.8
				4	760	1.00	48.5	160	0.10	146.9
				A	780	1.00	56.4	160	0.10	146.9
064	1976	MERC	MARQ	1	220	0.10	146.9	100	0.10	131.8
065	1976	LINC	MRK4	1	310	3.90	46.5	150	0.00	80.6
				2	260	4.10	43.6	45	0.00	75.5
066	1976	LINC	CONT	1	31	0.01	67.5	30	0.01	99.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
GENERAL MOTORS

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
067	1976	BUIC	SKYL	1	30	0.01	103.2	40	0.01	549.9
				2	39	0.02	118.0	41	0.02	122.9
				3	35	0.01	98.3	40	0.01	159.8
				4	21	0.01	72.1	23	0.01	172.1
068	1976	BUIC	SKYL	1	28	0.01	137.7	32	0.01	256.0
				5	45	0.02	231.1	44	0.02	701.6
				6	38	0.01	122.9	42	0.01	303.4
				7	35	0.00	132.7	36	0.00	236.0
				8	35	0.01	118.0	35	0.01	493.0
				0	32	0.01	132.7	34	0.01	246.5
069	1976	BUIC	LESA	1	30	0.01	88.5	30	0.01	211.4
				2	46	0.02	98.3	45	0.02	213.9
070	1976	BUIC	LESA	1	105	1.80	103.2	33	0.01	246.5
				3	40	0.01	76.1	36	0.01	145.0
071	1976	BUIC	STAW	1	28	0.01	73.1	40	0.75	118.0
				2	30	0.02	65.2	25	0.06	122.9
				5	70	0.01	92.8	23	0.02	379.2
				6	33	0.01	57.3	32	0.04	103.2
				7	44	0.01	71.1	46	0.48	115.5
				8	40	0.01	59.3	25	0.02	379.2
				0	67	0.01	84.9	27	0.01	152.4
072	1976	CADI	DEVI	1	20	0.01	118.0	15	0.01	122.9
073	1976	CADI	DEVI	1	46	0.01	115.5	41	0.01	132.7
074	1976	CHEV	CHET	1	42	0.01	172.1	45	0.01	436.1
				3	220	2.02	71.1	41	0.05	455.1
				4	335	2.40	71.1	47	0.01	493.0
075	1976	CHEV	STAW	1	123	1.80	63.2	32	0.02	341.3
				2	123	1.20	62.2	46	0.02	201.6
				3	35	0.01	71.1	35	0.01	152.4
076	1976	CHEV	MONZ	1	45	0.01	98.3	50	0.01	98.3
077	1976	CHEV	CAMA	1	38	0.01	53.3	37	0.01	206.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
GENERAL MOTORS

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
078	1976	CHEV	NOVA	1	30	0.02	64.2	30	0.02	184.4
079	1976	CHEV	CAMA	1	27	0.01	67.2	30	0.01	191.7
080	1976	CHEV	CAMA	1	240	6.00	33.6	45	0.01	186.8
				3	37	0.01	68.2	35	0.01	246.5
081	1976	CHEV	MONT	1	24	0.01	122.9	23	0.01	1571.0
				5	44	0.02	159.8	45	0.01	407.7
				6	40	0.01	103.2	41	0.01	204.0
				7	31	0.01	100.8	34	0.01	169.6
				8	30	0.02	118.0	25	0.02	303.4
082	1976	CHEV	MONT	1	36	0.01	140.1	35	0.01	223.7
083	1976	CHEV	MALI	1	35	0.01	147.5	70	0.01	196.7
				5	200	1.50	81.0	63	0.45	331.8
				6	47	0.01	110.6	50	0.02	174.5
				7	30	0.01	108.2	40	0.01	221.2
				8	30	0.01	105.7	30	0.01	284.4
				9	120	1.60	79.0	70	0"01	167.2
084	1976	CHEV	MONT	1	45	0.01	113.1	35	0.01	162.2
085	1976	CHEV	CAPR	1	30	0.01	93.4	31	0.01	184.4
086	1976	CHEV	CAPR	1	23	0.01	137.7	24	0.01	186.8
087	1976	CHEV	CAPR	1	240	4.70	32.6	87	2.00	135.2
				3	37	0.02	105.7	40	0.02	164.7
088	1976	CHEV	IMPA	1	30	0.01	108.2	30	0.01	216.3
				2	25	0.01	103.2	25	0.01	221.2
089	1976	CHEV	STAW	1	35	0.01	67.2	35	0.01	221.2
				3	42	0.02	84.9	41	0.02	237.0
				4	20	0.01	240.9	22	0.01	226.2
				A	20	0.01	103.2	16	0.01	189.6
090	1976	OLDS	CUTL	1	30	0.01	127.8	28	0.01	360.3
				3	25	0.01	127.8	25	0.01	284.4

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
GENERAL MOTORS

					IDLE (N)			2250 RPM		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
091	1976	OLDS	CUTL	1	70	0.01	41.5	90	0.01	181.9
				2	700	0.01	37.5	300	0.01	172.1
				3	35	0.00	98.3	95	0.00	221.2
092	1976	OLDS	CUTL	1	210	3.10	67.2	100	0.00	186.8
				3	20	0.01	98.3	25	0.01	172.1
093	1976	OLDS	DELT	1	490	5.50	28.6	140	0.00	137.7
				3	51	0.02	73.1	63	0.02	157.3
094	1976	OLDS	NNTY	1	38	0.01	108.2	30	0.01	493.0
				2	35	0.01	103.2	35	0.01	152.4
				5	40	0.01	103.2	20	0.01	587.8
				6	42	0.01	108.2	37	0.01	191.7
				7	35	0.02	86.9	24	0.02	157.3
				8	24	0.01	84.9	22	0.01	172.1
095	1976	OLDS	STAW	1	26	0.01	86.9	27	0.01	162.2
096	1976	PONT	ASTR	1	45	0.01	92.8	70	0.01	108.2
097	1976	PONT	LEMA	1	25	0.01	88.9	27	0.01	322.3
				2	41	0.01	152.4	40	0.01	379.2
				3	32	0.01	147.5	34	0.01	360.3
				4	31	0.01	157.3	35	0.01	398.2
098	1976	PONT	GRNP	1	49	0.02	118.0	50	0.02	256.0
				2	41	0.01	118.0	43	0.01	256.0
				3	28	0.01	98.3	30	0.01	246.5
				4	30	0.01	108.2	28	0.01	265.5
099	1976	PONT	GRNP	1	28	0.02	79.0	38	0.01	236.0
				2	33	0.01	122.9	43	0.01	246.5
				5	420	5.60	51.4	55	0.00	606.8
				6	53	0.01	115.5	67	0.02	236.0
				7	40	0.02	113.1	35	0.02	227.5
				8	20	0.01	127.8	15	0.01	417.1
				9	400	6.20	53.3	60	0.00	227.5
				0	30	0.01	103.2	35	0.01	211.4

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
TWO-SPEED IDLE

CHICAGO
GENERAL MOTORS

					--- IDLE (N) ----			--- 2250 RPM ----		
VEH	YEAR	MAKE	MODL	SEQ	HC PPM/HEX	CO %	NOX PPM	HC PPM/HEX	CO %	NOX PPM
100	1976	PONT	BONN	1	410	3.40	35.6	45	0.01	122.9
				3	52	0.02	88.5	50	0.02	172.1

APPENDIX H CONT'D - LISTING OF EMISSION TEST RESULTS - FEDERAL THREE MODE

Legend

VEH - Vehicle number

YR - Model year

MAKE - Vehicle make

MODEL - Vehicle model

CID - Engine displacement in cubic inches

SPEED - Identifies the mode of the Three Mode Test being listed as shown in the table below

HP - Dynamometer load used in test as specified in the table below

HC - Exhaust hydrocarbon concentration in PPM hexane

CO - Exhaust carbon monoxide concentration in mole percent

NOX - Exhaust oxides of nitrogen concentration in PPM

Federal Three Mode Test Procedure Conditions

Vehicle Class (lbs)	Transmission Range/Gear	Mode		
		High Speed Speed @ Act Hp	Low Speed Speed @ Act Hp	Idle
Up to 2500	Drive/3rd	50 @ 21	30 @ 9	Auto. Trans. in Neutral and Drive
2501 to 3500	Drive/High	50 @ 26	30 @ 12	
3501 to 4500	Drive/High	50 @ 31	30 @ 15	Manual Trans. in Neutral
above 4500	Drive/High	50 @ 36	30 @ 18	

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
001	76	DODG	ASPE	225	1	50 MPH	26	45	0.00	1712.0
						30 MPH	12	59	0.00	1107.8
						IDLE(D)		190	0.90	164.7
						IDLE(N)		156	1.35	72.1
002	76	DODG	DART	225	1	50 MPH	26	63	0.00	1571.0
						30 MPH	12	57	0.00	1347.0
						IDLE(D)		48	0.00	113.1
						IDLE(N)		75	0.00	59.3
003	76	DODG	DART	225	1	50 MPH	26	100	1.20	1534.7
						30 MPH	12	90	0.50	891.2
						IDLE(D)		0	0.00	0.0
						IDLE(N)		300	3.50	53.3
					3	50 MPH	26	100	1.04	5060.1
						30 MPH	12	45	0.00	5060.1
						IDLE(D)		0	0.00	0.0
						IDLE(N)		150	0.00	57.3
					4	50 MPH	26	65	1.00	1498.0
						30 MPH	12	25	0.01	1347.0
						IDLE(D)		0	0.00	0.0
						IDLE(N)		130	0.01	55.3
					6	50 MPH	26	95	0.90	1498.0
						30 MPH	12	70	0.01	1107.8
						IDLE(D)		0	0.00	0.0
						IDLE(N)		800	0.50	33.6
					A	50 MPH	26	95	0.51	1107.8
						30 MPH	12	75	0.00	1347.0
						IDLE(D)		0	0.00	0.0
						IDLE(N)		165	0.00	61.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
004	76	DODG	DART	225	1	50 MPH	26	40	0.01	982.6
						30 MPH	12	45	0.01	891.2
						IDLE(D)		200	2.90	177.0
						IDLE(N)		170	2.60	88.9
					2	50 MPH	26	45	0.01	1746.2
						30 MPH	12	55	0.01	1107.8
						IDLE(D)		250	3.80	157.3
						IDLE(N)		255	3.20	90.9
					3	50 MPH	26	45	0.00	1642.3
						30 MPH	12	55	0.00	982.6
						IDLE(D)		220	0.08	177.0
						IDLE(N)		185	0.05	83.0
					4	50 MPH	26	20	0.03	1107.8
						30 MPH	12	20	0.02	606.8
						IDLE(D)		35	0.02	31.6
						IDLE(N)		40	0.02	55.3
					5	50 MPH	26	65	0.00	3204.7
						30 MPH	12	61	0.00	1571.0
						IDLE(D)		106	0.60	67.2
						IDLE(N)		175	0.50	43.5
					6	50 MPH	26	48	0.00	1269.0
						30 MPH	12	55	0.00	777.4
						IDLE(D)		300	2.20	55.3
						IDLE(N)		310	1.50	43.5
					7	50 MPH	26	34	0.00	1498.0
						30 MPH	12	32	0.01	982.6
						IDLE(D)		210	0.10	62.2
						IDLE(N)		69	0.02	63.2
					8	50 MPH	26	65	0.00	5228.7
						30 MPH	12	65	0.00	2951.7
						IDLE(D)		62	0.00	159.8
						IDLE(N)		98	0.00	71.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
004	76	DODG	DART	225	9	50 MPH	26	63	0.02	1288.6
						30 MPH	12	69	0.02	758.4
						IDLE(D)		66	0.02	122.9
						IDLE(N)		80	0.02	69.1
					C	50 MPH	26	56	0.03	1846.2
						30 MPH	12	62	0.02	786.9
						IDLE(D)		275	3.50	77.0
						IDLE(N)		280	2.30	57.3
					D	50 MPH	26	53	0.02	1910.8
						30 MPH	12	55	0.01	1066.5
						IDLE(D)		48	0.01	152.4
						IDLE(N)		60	0.01	75.1
005	76	DODG	ASPE	225	1	50 MPH	26	44	0.00	1910.8
						30 MPH	12	65	0.00	1308.2
						IDLE(D)		450	8.50	35.6
						IDLE(N)		500	9.00	29.6
					2	50 MPH	26	57	0.00	1779.9
						30 MPH	12	60	0.00	1308.2
						IDLE(D)		54	0.00	407.7
						IDLE(N)		72	0.00	142.6
					3	50 MPH	26	57	0.00	1642.3
						30 MPH	12	66	0.00	1249.2
						IDLE(D)		64	0.00	186.8
						IDLE(N)		100	0.00	86.9
					4	50 MPH	26	45	0.00	1677.4
						30 MPH	12	52	0.00	1189.2
						IDLE(D)		85	0.00	118.0
						IDLE(N)		135	0.00	60.3
					A	50 MPH	26	27	0.03	1516.4
						30 MPH	12	36	0.04	1209.3
						IDLE(D)		135	0.80	98.3
						IDLE(N)		200	1.20	66.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
006	76	DODG	ASPE	318	1	50 MPH	31	37	0.00	1460.9
						30 MPH	15	40	0.00	568.8
						IDLE(D)		270	2.20	105.7
						IDLE(N)		350	1.50	60.3
					3	50 MPH	31	55	0.00	1442.2
						30 MPH	15	60	0.00	587.8
						IDLE(D)		59	0.00	218.8
						IDLE(N)		100	0.00	90.9
007	76	DODG	ASPE	318	1	50 MPH	26	80	0.00	1128.4
						30 MPH	12	97	0.00	635.2
						IDLE(D)		480	8.20	40.5
						IDLE(N)		610	7.70	35.6
					2	50 MPH	26	70	0.00	1128.4
						30 MPH	12	95	0.00	644.7
						IDLE(D)		65	0.00	417.1
						IDLE(N)		100	0.00	174.5
008	76	DODG	CHAR	318	1	50 MPH	31	55	0.00	1249.2
						30 MPH	15	50	0.00	474.0
						IDLE(D)		45	0.00	226.2
						IDLE(N)		110	0.00	83.0

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
009	76	DODG	CHAR	318	1	50 MPH	31	60	0.00	982.6
						30 MPH	15	67	0.00	379.2
						IDLE(D)		315	4.50	93.4
						IDLE(N)		345	3.80	66.2
					2	50 MPH	31	21	0.02	767.9
						30 MPH	15	26	0.03	312.9
						IDLE(D)		160	1.00	204.0
						IDLE(N)		100	0.20	34.6
					3	50 MPH	31	71	0.03	786.9
						30 MPH	15	80	0.04	341.3
						IDLE(D)		90	0.06	174.5
						IDLE(N)		86	0.05	86.9
					C	50 MPH	31	36	0.02	1066.5
						30 MPH	15	48	0.01	474.0
						IDLE(D)		175	0.95	177.0
						IDLE(N)		160	0.60	77.0
					D	50 MPH	31	47	0.01	1189.2
						30 MPH	15	45	0.01	474.0
						IDLE(D)		49	0.01	256.0
						IDLE(N)		50	0.01	108.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
010	76	DODG	CHAR	360	1	50 MPH	31	40	0.25	1442.2
						30 MPH	15	40	0.01	2192.7
						IDLE(D)		140	4.90	79.0
						IDLE(N)		145	4.60	73.1
					2	50 MPH	31	40	0.08	1878.7
						30 MPH	15	35	0.01	1746.2
						IDLE(D)		90	1.80	103.2
						IDLE(N)		85	2.30	79.0
					3	50 MPH	31	43	0.06	1878.7
						30 MPH	15	45	0.01	1712.0
						IDLE(D)		115	2.40	86.9
						IDLE(N)		110	2.80	69.1
					4	50 MPH	31	66	0.15	1249.2
						30 MPH	15	62	0.02	1347.0
						IDLE(D)		154	3.10	67.2
						IDLE(N)		158	3.10	57.3
					A	50 MPH	31	58	0.30	1189.2
						30 MPH	15	53	0.02	1366.2
						IDLE(D)		52	0.02	154.9
						IDLE(N)		58	0.02	108.2
					B	50 MPH	31	65	0.15	1347.0
						30 MPH	15	64	0.01	1404.4
						IDLE(D)		135	2.00	70.1
						IDLE(N)		145	3.30	59.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
011	75	DODG	CHAR	318	1	50 MPH	31	60	0.01	940.0
						30 MPH	15	55	0.01	360.3
						IDLE(D)		90	0.16	226.2
						IDLE(N)		80	0.10	108.2
					2	50 MPH	31	75	0.16	1066.5
						30 MPH	15	67	0.13	341.3
						IDLE(D)		105	0.45	196.7
						IDLE(N)		77	0.22	98.3
					3	50 MPH	31	71	0.15	982.6
						30 MPH	15	65	0.12	426.6
						IDLE(D)		97	0.20	227.5
						IDLE(N)		76	0.12	103.2
012	76	DODG	CHAR	360	1	50 MPH	31	34	0.01	2108.4
						30 MPH	15	36	0.00	2361.4
						IDLE(D)		40	0.01	39.5
						IDLE(N)		39	0.02	47.4

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
013	76	DODG	MONA	360	1	50 MPH	31	50	0.01	1534.7
						30 MPH	15	50	0.01	1498.0
						IDLE(D)		135	2.60	79.0
						IDLE(N)		140	3.20	61.2
					3	50 MPH	31	30	0.01	1423.4
						30 MPH	15	30	0.01	1347.0
						IDLE(D)		35	0.01	98.3
						IDLE(N)		35	0.01	49.4
					5	50 MPH	31	50	0.01	3204.7
						30 MPH	15	45	0.01	2192.7
						IDLE(D)		200	3.00	122.9
						IDLE(N)		205	2.80	77.0
					6	50 MPH	31	41	0.02	1606.9
						30 MPH	15	46	0.02	1516.4
						IDLE(D)		148	3.30	65.2
						IDLE(N)		160	3.80	52.4
					7	50 MPH	31	35	0.01	3373.4
						30 MPH	15	32	0.01	1878.7
						IDLE(D)		80	0.80	81.0
						IDLE(N)		85	1.10	59.3
					8	50 MPH	31	38	0.02	1958.1
						30 MPH	15	42	0.01	1624.7
						IDLE(D)		36	0.01	98.3
						IDLE(N)		36	0.02	62.2
					9	50 MPH	31	32	0.01	1534.7
						30 MPH	15	30	0.01	1460.9
						IDLE(D)		80	0.80	84.9
						IDLE(N)		75	1.30	63.2
					0	50 MPH	31	25	0.02	1460.9
						30 MPH	15	35	0.02	1347.0
						IDLE(D)		40	0.03	25.7
						IDLE(N)		35	0.02	19.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

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                                                     HC         CO        NOX
VEH YR MAKE MODEL CID  SEQ  SPEED     HP   PPM/HEX     %        PPM
------------------------------------------------------------------------------
014 76 PLYM VALI  225   1   50  MPH   26       90      0.00   1189.2
                            30  MPH   12       15      0.00    862.7
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)           450      8.30     34.6

                        2   50  MPH   26       35      0.00   3204.7
                            30  MPH   12       55      0.00   2361.4
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)           430      8.30     55.3

                        3   50  MPH   26       63      0.00   2530.0
                            30  MPH   12       60      0.00   1958.1
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)            75      0.00     93.4

                        6   50  MPH   26       60      0.01   5397.4
                            30  MPH   12       60      0.01   3879.4
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)           140      0.50     77.0

                        7   50  MPH   26       70      0.00   2698.7
                            30  MPH   12       70      0.00   2192.7
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)           190      1.57     71.1

                        8   50  MPH   26       35      0.01   3036.0
                            30  MPH   12       40      0.01   2698.7
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)           490      9.10     51.4

                        9   50  MPH   26     1200      2.20    853.6
                            30  MPH   12     1170      2.00    720.8
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)          1580     10.00    897.0

                        0   50  MPH   26       64      0.00   3204.7
                            30  MPH   12       67      0.00   2530.0
                            IDLE(D)             0      0.00      0.0
                            IDLE(N)            83      0.00     84.0
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APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
015	76	PLYM	VOLA	225	1	50 MPH	26	77	0.10	1066.5
						30 MPH	12	195	1.40	777.4
						IDLE(D)		360	8.60	77.0
						IDLE(N)		450	8.30	54.3
					3	50 MPH	26	56	0.00	1024.8
						30 MPH	12	100	0.30	530.9
						IDLE(D)		240	1.90	284.4
						IDLE(N)		210	1.70	88.9
016	76	PLYM	VALI	225	1	50 MPH	26	54	0.00	1677.4
						30 MPH	12	85	0.45	644.7
						IDLE(D)		45	0.01	360.3
						IDLE(N)		60	0.02	113.1
					2	50 MPH	26	48	0.00	1308.2
						30 MPH	12	63	0.00	1107.8
						IDLE(D)		45	0.00	322.3
						IDLE(N)		53	0.00	53.3
017	76	PLYM	VOLA	225	1	50 MPH	26	50	0.00	5060.1
						30 MPH	12	55	0.00	3373.4
						IDLE(D)		240	2.50	67.2
						IDLE(N)		270	2.80	54.3
					2	50 MPH	26	45	0.01	1606.9
						30 MPH	12	55	0.01	474.0
						IDLE(D)		245	3.80	53.3
						IDLE(N)		260	4.00	39.5
					3	50 MPH	26	65	0.00	1460.9
						30 MPH	12	75	0.00	1779.9
						IDLE(D)		170	0.40	74.1
						IDLE(N)		40	0.21	61.2
					C	50 MPH	26	45	0.01	1571.0
						30 MPH	12	65	0.02	549.9
						IDLE(D)		120	2.90	98.3
						IDLE(N)		120	1.40	35.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
018	76	PLYM	VOLA	225	1	50 MPH	31	40	0.00	1894.8
						30 MPH	15	56	0.00	1209.3
						IDLE(D)		195	3.30	213.9
						IDLE(N)		200	3.30	90.9
					3	50 MPH	31	57	0.00	1926.7
						30 MPH	15	76	0.00	1249.2
						IDLE(D)		70	0.00	331.8
						IDLE(N)		75	0.00	120.5
					4	50 MPH	31	42	0.00	1910.8
						30 MPH	15	45	0.00	701.6
						IDLE(D)		120	1.00	177.0
						IDLE(N)		115	1.40	92.8
019	76	PLYM	VOLA	225	1	50 MPH	26	69	0.00	1460.9
						30 MPH	12	80	0.00	1107.8
						IDLE(D)		380	9.50	44.4
						IDLE(N)		580	8.60	26.7
					3	50 MPH	26	40	0.00	1347.0
						30 MPH	12	38	0.00	1128.4
						IDLE(D)		160	0.55	140.1
						IDLE(N)		240	0.90	44.4
					4	50 MPH	26	46	0.00	1479.5
						30 MPH	12	52	0.00	1148.8
						IDLE(D)		210	2.30	108.2
						IDLE(N)		240	2.10	67.2
					5	50 MPH	26	61	0.00	5228.7
						30 MPH	12	84	0.00	4216.7
						IDLE(D)		395	7.70	69.1
						IDLE(N)		590	7.20	52.4
020	76	PLYM	STAW	318	1	50 MPH	31	43	0.00	1003.7
						30 MPH	15	56	0.00	521.4
						IDLE(D)		60	0.00	110.6
						IDLE(N)		85	0.00	80.0

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
021	76	PLYM	VOLA	318	1	50 MPH	26	270	7.60	149.9
						30 MPH	12	260	3.00	474.0
						IDLE(D)		250	1.10	132.7
						IDLE(N)		250	0.00	19.8
					3	50 MPH	26	220	7.20	157.3
						30 MPH	12	150	0.60	445.6
						IDLE(D)		45	0.00	181.9
						IDLE(N)		55	0.00	103.2
					4	50 MPH	26	210	5.80	237.0
						30 MPH	12	205	2.30	407.7
						IDLE(D)		45	0.00	221.2
						IDLE(N)		57	0.00	103.2
					A	50 MPH	26	38	0.00	940.0
						30 MPH	12	47	0.00	284.4
						IDLE(D)		45	0.00	237.0
						IDLE(N)		60	0.00	88.5
022	76	PLYM	VALI	225	1	50 MPH	26	50	0.01	1846.2
						30 MPH	12	55	0.01	1878.7
						IDLE(D)		175	1.80	216.3
						IDLE(N)		190	2.40	81.0
					2	50 MPH	26	45	0.00	1066.5
						30 MPH	12	70	0.00	1534.7
						IDLE(D)		220	4.00	84.0
						IDLE(N)		230	3.50	59.3
					C	50 MPH	26	62	0.06	1571.0
						30 MPH	12	68	0.01	1712.0
						IDLE(D)		170	2.10	157.3
						IDLE(N)		175	2.30	81.0

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
023	76	PLYM	FURY	318	1	50 MPH	31	50	0.02	910.1
						30 MPH	15	82	0.04	426.6
						IDLE(D)		400	6.70	69.1
						IDLE(N)		490	5.70	52.4
					3	50 MPH	31	56	0.03	1024.8
						30 MPH	15	76	0.04	606.8
						IDLE(D)		70	0.04	240.9
						IDLE(N)		90	0.04	100.8
024	76	PLYM	FURY	318	1	50 MPH	31	130	0.10	4048.1
						30 MPH	15	175	0.10	2698.7
						IDLE(D)		535	7.60	75.1
						IDLE(N)		770	6.20	43.5
					2	50 MPH	31	95	0.00	1534.7
						30 MPH	15	110	0.00	587.8
						IDLE(D)		200	0.30	221.2
						IDLE(N)		700	0.00	103.2
					3	50 MPH	31	110	0.00	1479.5
						30 MPH	15	105	0.00	132.7
						IDLE(D)		545	0.00	208.9
						IDLE(N)		1250	0.00	86.0
					4	50 MPH	31	100	0.06	1516.4
						30 MPH	15	115	0.09	436.1
						IDLE(D)		900	0.03	204.0
						IDLE(N)		1340	0.03	71.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
025	76	PLYM	STAW	360	1	50 MPH	31	60	0.01	1926.7
						30 MPH	15	125	0.03	940.0
						IDLE(D)		260	6.90	46.4
						IDLE(N)		300	6.70	39.5
					3	50 MPH	31	77	0.13	2004.5
						30 MPH	15	83	0.04	2614.4
						IDLE(D)		83	0.04	81.0
						IDLE(N)		82	0.04	57.3
					4	50 MPH	31	40	0.15	1385.4
						30 MPH	15	40	0.01	2192.7
						IDLE(D)		110	1.00	63.2
						IDLE(N)		100	0.70	39.5
					A	50 MPH	31	30	0.03	1878.7
						30 MPH	15	35	0.01	1910.8
						IDLE(D)		30	0.04	19.8
						IDLE(N)		55	0.42	39.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
026	75	PLYM	FURY	318	1	50 MPH	31	76	0.03	2614.4
						30 MPH	15	88	0.03	1878.7
						IDLE(D)		400	8.00	80.0
						IDLE(N)		580	7.50	51.4
					2	50 MPH	31	60	0.02	2361.4
						30 MPH	15	55	0.02	1571.0
						IDLE(D)		53	0.02	177.0
						IDLE(N)		50	0.02	98.3
					3	50 MPH	31	35	0.02	1686.7
						30 MPH	15	35	0.02	758.4
						IDLE(D)		35	0.02	157.3
						IDLE(N)		35	0.02	90.9
					4	50 MPH	31	60	0.02	1796.7
						30 MPH	15	62	0.02	1189.2
						IDLE(D)		54	0.02	162.2
						IDLE(N)		51	0.02	84.9
					5	50 MPH	31	75	0.01	4722.7
						30 MPH	15	60	0.02	3879.4
						IDLE(D)		300	3.20	162.2
						IDLE(N)		310	2.70	84.9
					6	50 MPH	31	55	0.02	1855.4
						30 MPH	15	50	0.02	940.0
						IDLE(D)		180	2.80	88.5
						IDLE(N)		180	1.90	69.1
					7	50 MPH	31	35	0.06	3879.4
						30 MPH	15	30	0.07	3542.0
						IDLE(D)		30	0.06	227.5
						IDLE(N)		30	0.06	122.9
					8	50 MPH	31	40	0.02	1229.3
						30 MPH	15	40	0.02	625.7
						IDLE(D)		35	0.01	186.8
						IDLE(N)		35	0.01	88.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
026	75	PLYM	FURY	318	9	50 MPH	31	73	0.03	2192.7
						30 MPH	15	76	0.02	1642.3
						IDLE(D)		65	0.02	179.4
						IDLE(N)		61	0.02	92.8
					0	50 MPH	31	70	0.04	2361.4
						30 MPH	15	74	0.03	1659.9
						IDLE(D)		80	0.10	240.9
						IDLE(N)		65	0.04	96.8
027	76	PLYM	VOLA	225	1	50 MPH	26	35	0.00	1624.7
						30 MPH	12	40	0.00	1229.3
						IDLE(D)		210	3.06	152.4
						IDLE(N)		250	3.00	69.1
					3	50 MPH	26	55	0.00	1763.1
						30 MPH	12	52	0.00	1423.4
						IDLE(D)		45	0.00	379.2
						IDLE(N)		53	0.00	108.2
					4	50 MPH	26	48	0.00	1366.2
						30 MPH	12	40	0.00	796.4
						IDLE(D)		80	0.24	64.2
						IDLE(N)		55	0.00	77.0
028	76	PLYM	STAW	318	1	50 MPH	31	102	0.02	1552.9
						30 MPH	15	120	0.02	625.7
						IDLE(D)		510	7.00	53.3
						IDLE(N)		720	6.00	38.5
					3	50 MPH	31	61	0.02	1347.0
						30 MPH	15	80	0.02	455.1
						IDLE(D)		100	0.04	110.6
						IDLE(N)		180	0.05	76.1
					4	50 MPH	31	75	0.04	1366.2
						30 MPH	15	86	0.02	512.0
						IDLE(D)		155	0.02	216.3
						IDLE(N)		290	0.02	103.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
029	75	PLYM	SCAM	225	1	50 MPH	26	60	0.00	1024.8
						30 MPH	12	58	0.01	1087.2
						IDLE(D)		210	6.30	80.0
						IDLE(N)		205	6.60	66.2
					3	50 MPH	26	37	0.02	1148.8
						30 MPH	12	49	0.02	1308.2
						IDLE(D)		51	0.02	256.0
						IDLE(N)		48	0.02	122.9
030	76	CHRY	CORD	400	1	50 MPH	31	65	0.01	2361.4
						30 MPH	15	70	0.01	1269.0
						IDLE(D)		440	1.90	53.3
						IDLE(N)		1080	1.30	47.4
					2	50 MPH	31	35	0.02	2361.4
						30 MPH	15	35	0.02	982.6
						IDLE(D)		145	0.02	88.9
						IDLE(N)		150	0.02	59.3
					C	50 MPH	31	40	0.00	2698.7
						30 MPH	15	45	0.00	1534.7
						IDLE(D)		810	5.60	73.7
						IDLE(N)		910	5.60	61.2
					D	50 MPH	31	25	0.01	1385.4
						30 MPH	15	30	0.01	568.8
						IDLE(D)		140	6.10	69.1
						IDLE(N)		160	4.50	53.3
					E	50 MPH	31	32	0.01	1606.9
						30 MPH	15	34	0.01	711.0
						IDLE(D)		37	0.01	93.4
						IDLE(N)		52	0.07	55.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
031	76	CHRY	CORD	360	1	50 MPH	31	40	0.01	1878.7
						30 MPH	15	40	0.01	1973.7
						IDLE(D)		240	7.40	51.4
						IDLE(N)		300	7.40	39.5
					2	50 MPH	31	32	0.01	1878.7
						30 MPH	15	28	0.01	1796.7
						IDLE(D)		145	4.20	65.2
						IDLE(N)		165	4.00	55.3
					3	50 MPH	31	30	0.01	1878.7
						30 MPH	15	30	0.01	1813.3
						IDLE(D)		85	1.00	73.1
						IDLE(N)		75	1.10	55.3
032	76	CHRY	NEWP	400	1	50 MPH	36	35	0.02	1498.0
						30 MPH	18	39	0.02	1442.2
						IDLE(D)		37	0.02	88.9
						IDLE(N)		50	0.04	24.7

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
033	76	CHRY	NEWP	400	1	50 MPH	31	95	0.04	4048.1
						30 MPH	15	94	0.03	2445.7
						IDLE(D)		175	4.90	85.9
						IDLE(N)		190	4.80	64.2
					2	50 MPH	31	56	0.02	3289.0
						30 MPH	15	60	0.02	1589.0
						IDLE(D)		110	0.23	60.3
						IDLE(N)		105	0.18	28.6
					4	50 MPH	31	30	0.01	2024.0
						30 MPH	15	35	0.01	1066.5
						IDLE(D)		75	1.10	113.1
						IDLE(N)		70	0.80	65.2
					5	50 MPH	31	70	0.02	3963.7
						30 MPH	15	81	0.01	2530.0
						IDLE(D)		300	6.00	84.0
						IDLE(N)		450	5.50	50.4
					6	50 MPH	31	43	0.00	1829.8
						30 MPH	15	50	0.00	1712.0
						IDLE(D)		189	5.30	68.2
						IDLE(N)		195	5.30	51.4
					7	50 MPH	31	42	0.02	3120.4
						30 MPH	15	41	0.01	1571.0
						IDLE(D)		110	1.30	105.7
						IDLE(N)		105	1.30	64.2
					8	50 MPH	31	30	0.02	2192.7
						30 MPH	15	30	0.02	1813.3
						IDLE(D)		135	1.35	86.9
						IDLE(N)		146	1.20	56.3
					9	50 MPH	31	47	0.01	1829.8
						30 MPH	15	40	0.01	1269.0
						IDLE(D)		42	0.02	47.4
						IDLE(N)		40	0.02	19.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
CHRYSLER

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
033	76	CHRY	NEWP	400	0	50 MPH	31	40	0.01	1846.2
						30 MPH	15	40	0.01	1189.2
						IDLE(D)		160	1.20	98.3
						IDLE(N)		100	0.30	33.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
034	76	FORD	STAW	140	1	50 MPH	26	80	0.01	2641.2
						30 MPH	12	81	0.01	2333.6
						IDLE(D)		0	0.00	0.0
						IDLE(N)		51	0.00	42.6
					2	50 MPH	26	73	0.01	3032.0
						30 MPH	12	71	0.01	2641.2
						IDLE(D)		0	0.00	0.0
						IDLE(N)		39	0.00	46.5
					4	50 MPH	26	75	0.10	2267.5
						30 MPH	12	80	0.10	1636.7
						IDLE(D)		0	0.00	0.0
						IDLE(N)		50	0.10	44.5
					6	50 MPH	26	75	0.10	3228.8
						30 MPH	12	80	0.10	2641.2
						IDLE(D)		0	0.00	0.0
						IDLE(N)		45	0.10	44.5
					7	50 MPH	26	115	0.01	3130.3
						30 MPH	12	95	0.08	399.3
						IDLE(D)		0	0.00	0.0
						IDLE(N)		730	7.20	20.1
					8	50 MPH	26	77	0.00	2836.2
						30 MPH	12	86	0.00	2156.7
						IDLE(D)		0	0.00	0.0
						IDLE(N)		48	0.00	45.5
					9	50 MPH	26	97	0.00	3130.3
						30 MPH	12	87	0.00	2245.4
						IDLE(D)		0	0.00	0.0
						IDLE(N)		64	0.00	92.9
					0	50 MPH	26	59	0.00	2156.7
						30 MPH	12	79	0.00	1842.2
						IDLE(D)		0	0.00	0.0
						IDLE(N)		180	1.25	19.1

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
034	76	FORD	STAW	140	A	50 MPH	26	75	0.10	3032.0
						30 MPH	12	80	0.10	2447.0
						IDLE(D)		0	0.00	0.0
						IDLE(N)		50	0.10	48.5
035	75	FORD	PINT	171	1	50 MPH	26	70	0.10	1265.0
						30 MPH	12	95	0.10	1590.7
						IDLE(D)		70	0.10	66.5
						IDLE(N)		60	0.10	50.5
					2	50 MPH	26	55	0.08	1170.8
						30 MPH	12	85	0.03	1590.7
						IDLE(D)		55	0.01	74.5
						IDLE(N)		50	0.01	50.5
					6	50 MPH	26	80	0.15	2836.2
						30 MPH	12	90	0.10	2223.3
						IDLE(D)		60	0.10	68.5
						IDLE(N)		50	0.10	54.5
					7	50 MPH	26	160	0.70	823.5
						30 MPH	12	180	0.50	1099.7
						IDLE(D)		285	3.80	87.8
						IDLE(N)		245	2.90	70.5
					8	50 MPH	26	61	0.07	1288.5
						30 MPH	12	89	0.02	1567.7
						IDLE(D)		63	0.00	70.5
						IDLE(N)		51	0.00	51.5
					9	50 MPH	26	78	0.02	1796.8
						30 MPH	12	98	0.00	2178.9
						IDLE(D)		71	0.00	84.7
						IDLE(N)		55	0.00	43.6
					0	50 MPH	26	45	0.02	1123.4
						30 MPH	12	75	0.02	1405.3
						IDLE(D)		40	0.15	34.7
						IDLE(N)		40	0.01	44.5
					C	50 MPH	26	50	0.07	1311.9
						30 MPH	12	68	0.05	1613.7
						IDLE(D)		54	0.02	99.3
						IDLE(N)		43	0.02	69.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
036	76	FORD	MUST	140	1	50 MPH	26	41	0.04	1451.9
						30 MPH	12	63	0.01	676.1
						IDLE(D)		47	0.01	57.4
						IDLE(N)		35	0.00	41.6
037	76	FORD	MUST	140	1	50 MPH	26	60	0.10	1636.7
						30 MPH	12	80	0.10	636.7
						IDLE(D)		50	0.10	54.5
						IDLE(N)		50	0.10	40.6
038	76	FORD	MUST	171	1	50 MPH	26	110	0.15	1910.2
						30 MPH	12	100	0.05	774.5
						IDLE(D)		130	1.40	126.8
						IDLE(N)		70	0.01	52.5
					3	50 MPH	26	85	0.20	1636.7
						30 MPH	12	80	0.10	774.5
						IDLE(D)		280	2.00	80.6
						IDLE(N)		240	1.60	52.5
					4	50 MPH	26	109	0.12	1932.7
						30 MPH	12	92	0.04	1004.6
						IDLE(D)		62	0.00	83.7
						IDLE(N)		56	0.00	61.4
					A	50 MPH	26	95	0.18	2000.3
						30 MPH	12	85	0.10	885.0
						IDLE(D)		55	0.10	88.8
						IDLE(N)		60	0.10	66.5
					B	50 MPH	26	90	0.17	2045.1
						30 MPH	12	85	0.10	931.2
						IDLE(D)		55	0.10	90.8
						IDLE(N)		50	0.10	64.5
					C	50 MPH	26	96	0.07	1910.2
						30 MPH	12	83	0.01	557.8
						IDLE(D)		57	0.00	78.6
						IDLE(N)		52	0.00	57.4

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
039	76	FORD	GRAN	250	1	50 MPH	26	55	0.00	833.3
						30 MPH	12	60	0.00	389.4
						IDLE(D)		56	0.00	159.6
						IDLE(N)		65	0.00	50.5
					6	50 MPH	26	40	0.02	3228.8
						30 MPH	12	195	1.90	2641.2
						IDLE(D)		310	4.30	185.2
						IDLE(N)		400	2.80	67.5
040	76	FORD	GRAN	250	1	50 MPH	26	70	0.01	1498.3
						30 MPH	12	60	0.01	399.3
						IDLE(D)		0	0.00	0.0
						IDLE(N)		60	0.01	42.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
041	76	FORD	GRAN	200	1	50 MPH	26	54	0.00	1052.3
						30 MPH	12	48	0.00	419.2
						IDLE(D)		0	0.00	0.0
						IDLE(N)		80	0.01	29.8
					6	50 MPH	26	54	0.00	2836.2
						30 MPH	12	57	0.00	1796.8
						IDLE(D)		0	0.00	0.0
						IDLE(N)		73	0.00	44.5
					7	50 MPH	26	60	0.10	2447.0
						30 MPH	12	60	0.10	774.5
						IDLE(D)		0	0.00	0.0
						IDLE(N)		600	5.00	50.5
					8	50 MPH	26	60	0.10	1311.9
						30 MPH	12	55	0.10	538.0
						IDLE(D)		0	0.00	0.0
						IDLE(N)		80	0.10	32.8
					9	50 MPH	26	60	0.10	1358.7
						30 MPH	12	55	0.10	557.8
						IDLE(D)		0	0.00	0.0
						IDLE(N)		85	0.10	30.8
					0	50 MPH	26	59	0.00	1241.5
						30 MPH	12	64	0.00	597.3
						IDLE(D)		0	0.00	0.0
						IDLE(N)		63	0.00	27.9
042	76	FORD	GRAN	250	1	50 MPH	26	44	0.00	4426.8
						30 MPH	12	70	0.70	1910.2
						IDLE(D)		35	0.00	1028.5
						IDLE(N)		37	0.00	172.4
					2	50 MPH	26	67	0.01	686.0
						30 MPH	12	75	0.01	280.0
						IDLE(D)		60	0.01	488.5
						IDLE(N)		52	0.01	60.4

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
043	76	FORD	GRAN	250	1	50 MPH	26	45	0.01	1217.9
						30 MPH	12	55	0.01	478.6
						IDLE(D)		40	0.01	715.5
						IDLE(N)		45	0.01	76.6
044	76	FORD	GRAN	302	1	50 MPH	26	90	0.10	980.8
						30 MPH	12	90	0.10	833.3
						IDLE(D)		60	0.10	131.8
						IDLE(N)		50	0.10	116.8
					2	50 MPH	26	100	0.02	950.8
						30 MPH	12	95	0.01	715.5
						IDLE(D)		70	0.00	106.8
						IDLE(N)		55	0.00	92.9
045	76	FORD	GRAN	302	1	50 MPH	26	77	0.02	931.2
						30 MPH	12	74	0.01	577.5
						IDLE(D)		59	0.01	478.6
						IDLE(N)		130	0.01	190.4
046	75	FORD	GRAN	351	1	50 MPH	26	70	0.15	1123.4
						30 MPH	12	60	0.13	339.7
						IDLE(D)		110	2.50	58.4
						IDLE(N)		85	0.20	48.5
					3	50 MPH	26	70	0.15	1076.0
						30 MPH	12	70	0.15	299.9
						IDLE(D)		90	0.15	203.3
						IDLE(N)		140	0.20	78.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
047	75	FORD	ELIT	351	1	50 MPH	31	47	0.10	911.7
						30 MPH	15	42	0.09	389.4
						IDLE(D)		52	1.20	57.4
						IDLE(N)		33	0.49	42.6
					4	50 MPH	31	67	0.07	1544.6
						30 MPH	15	57	0.06	607.1
						IDLE(D)		65	0.04	164.7
						IDLE(N)		70	0.04	61.4
					6	50 MPH	31	85	0.12	2836.2
						30 MPH	15	67	0.10	1451.9
						IDLE(D)		60	0.04	152.0
						IDLE(N)		95	0.04	59.4
					7	50 MPH	31	70	0.10	1405.3
						30 MPH	15	70	0.10	518.2
						IDLE(D)		90	0.10	106.8
						IDLE(N)		200	0.10	54.5
					8	50 MPH	31	60	0.07	1217.9
						30 MPH	15	52	0.06	498.4
						IDLE(D)		47	1.35	46.5
						IDLE(N)		40	0.40	44.5
048	76	FORD	ELIT	351	1	50 MPH	31	75	0.20	597.3
						30 MPH	15	90	0.12	636.7
						IDLE(D)		90	0.12	167.3
						IDLE(N)		85	0.10	70.5
049	75	FORD	TORI	351	1	50 MPH	31	30	0.10	1028.5
						30 MPH	15	35	0.10	735.2
						IDLE(D)		55	0.15	141.9
						IDLE(N)		40	0.10	64.5
					2	50 MPH	31	50	0.10	852.9
						30 MPH	15	50	0.10	260.1
						IDLE(D)		55	0.10	121.8
						IDLE(N)		50	0.10	58.4

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
050	76	FORD	ELIT	351	1	50 MPH	31	85	0.08	1265.0
						30 MPH	15	85	0.05	1217.9
						IDLE(D)		75	0.10	229.3
						IDLE(N)		60	0.15	78.6
					2	50 MPH	31	80	0.10	1123.4
						30 MPH	15	77	0.08	1170.8
						IDLE(D)		75	0.18	218.9
						IDLE(N)		53	0.22	78.6
					3	50 MPH	31	75	0.10	911.7
						30 MPH	15	75	0.10	950.8
						IDLE(D)		80	0.12	177.5
						IDLE(N)		95	0.10	62.4
					4	50 MPH	31	80	0.10	970.3
						30 MPH	15	85	0.10	980.8
						IDLE(D)		85	0.10	192.9
						IDLE(N)		110	0.10	64.5
					6	50 MPH	31	90	0.20	3824.0
						30 MPH	15	85	0.12	3624.7
						IDLE(D)		80	0.10	182.6
						IDLE(N)		90	0.10	74.5
					7	50 MPH	31	115	0.08	1682.6
						30 MPH	15	115	0.05	1682.6
						IDLE(D)		105	0.11	299.9
						IDLE(N)		170	0.10	82.7
					8	50 MPH	31	118	0.22	4024.1
						30 MPH	15	119	0.14	3130.3
						IDLE(D)		97	0.15	260.1
						IDLE(N)		110	0.14	80.6
					9	50 MPH	31	117	0.18	1335.3
						30 MPH	15	115	0.14	1682.6
						IDLE(D)		105	0.23	164.7
						IDLE(N)		170	0.24	78.6

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
051	76	FORD	STAW	351	1	50 MPH	31	35	0.14	116.8
						30 MPH	15	35	0.10	172.4
						IDLE(D)		60	0.10	141.9
						IDLE(N)		65	0.10	70.5
					2	50 MPH	31	50	0.10	676.1
						30 MPH	15	50	0.10	577.5
						IDLE(D)		45	0.10	224.1
						IDLE(N)		70	0.10	88.8
052	76	FORD	TORI	400	1	50 MPH	31	62	0.05	666.3
						30 MPH	15	65	0.01	498.4
						IDLE(D)		320	5.80	57.4
						IDLE(N)		550	4.90	37.6
					2	50 MPH	31	85	0.04	852.9
						30 MPH	15	105	0.01	567.7
						IDLE(D)		280	5.00	65.5
						IDLE(N)		710	4.00	40.6
053	76	FORD	LTD	351	1	50 MPH	31	55	0.04	960.5
						30 MPH	15	60	0.01	892.1
						IDLE(D)		50	0.03	439.0
						IDLE(N)		200	0.01	245.1
054	76	FORD	LTD	351	1	50 MPH	31	27	0.01	488.5
						30 MPH	15	35	0.01	468.7
						IDLE(D)		30	0.01	245.1
						IDLE(N)		45	0.01	86.7
055	76	FORD	LTD	400	1	50 MPH	31	65	0.10	911.7
						30 MPH	15	60	0.10	557.8
						IDLE(D)		440	9.80	36.7
						IDLE(N)		800	8.60	50.5
					3	50 MPH	31	50	0.01	1076.0
						30 MPH	15	45	0.01	676.1
						IDLE(D)		45	0.01	409.2
						IDLE(N)		115	0.01	157.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
056	76	FORD	STAW	400	1	50 MPH	36	40	0.09	754.8
						30 MPH	18	43	0.01	764.7
						IDLE(D)		40	0.01	101.8
						IDLE(N)		42	0.01	44.5
					2	50 MPH	36	68	0.07	715.5
						30 MPH	18	57	0.01	646.6
						IDLE(D)		54	0.01	299.9
						IDLE(N)		75	0.01	92.9
057	76	FORD	STAW	400	1	50 MPH	36	40	0.10	774.5
						30 MPH	18	45	0.10	617.0
						IDLE(D)		190	2.50	136.8
						IDLE(N)		230	1.80	64.5
058	76	MERC	MONA	250	1	50 MPH	26	40	0.00	695.8
						30 MPH	12	46	0.00	290.0
						IDLE(D)		40	0.00	478.6
						IDLE(N)		45	0.00	64.5
059	76	FORD	GRAN	302	1	50 MPH	26	55	0.10	518.2
						30 MPH	12	70	0.10	280.0
						IDLE(D)		60	0.10	234.6
						IDLE(N)		80	0.10	87.0
					2	50 MPH	26	65	0.10	774.5
						30 MPH	12	75	0.10	359.6
						IDLE(D)		65	0.10	66.5
						IDLE(N)		60	0.10	50.5
					6	50 JPH	26	80	0.06	2267.5
						30 MPH	12	76	0.01	1887.5
						IDLE(D)		57	0.00	71.5
						IDLE(N)		41	0.00	43.6
060	76	MERC	MONA	302	1	50 MPH	26	75	0.10	695.8
						30 MPH	12	75	0.10	419.2
						IDLE(D)		65	0.10	48.5
						IDLE(N)		50	0.10	40.6

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
061	76	MERC	COUG	351	1	50 MPH	31	67	0.10	950.8
						30 MPH	15	65	0.04	950.8
						IDLE(D)		64	0.58	121.8
						IDLE(N)		45	0.31	48.5
062	76	MERC	STAW	351	1	50 MPH	31	49	0.01	843.1
						30 MPH	15	52	0.00	725.4
						IDLE(D)		50	0.00	319.8
						IDLE(N)		128	0.00	129.3
					4	50 MPH	31	45	0.10	852.9
						30 MPH	15	55	0.10	557.8
						IDLE(D)		60	0.10	319.8
						IDLE(N)		100	0.10	121.8
					5	50 MPH	31	89	0.00	1382.0
						30 MPH	15	75	0.00	1659.7
						IDLE(D)		340	10.00	56.4
						IDLE(N)		475	9.20	43.6
					6	50 MPH	31	64	0.20	735.2
						30 MPH	15	55	0.00	1076.0
						IDLE(D)		50	0.00	299.9
						IDLE(N)		39	0.00	4.8
					7	50 MPH	31	51	0.01	823.5
						30 MPH	15	57	0.00	597.3
						IDLE(D)		53	0.00	290.0
						IDLE(N)		118	0.00	116.8
					8	50 MPH	31	47	0.00	1170.8
						30 MPH	15	57	0.00	852.9
						IDLE(D)		50	0.00	478.6
						IDLE(N)		210	0.00	149.5
					9	50 MPH	31	55	0.10	2836.2
						30 MPH	15	60	0.10	2178.9
						IDLE(D)		55	0.10	218.9
						IDLE(N)		130	0.10	101.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
FORD

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
063	76	MERC	MARQ	400	1	50 MPH	31	90	0.01	725.4
						30 MPH	15	70	0.00	518.2
						IDLE(D)		240	5.00	106.8
						IDLE(N)		1400	3.70	42.6
					3	50 MPH	31	55	0.10	813.7
						30 MPH	15	60	0.10	577.5
						IDLE(D)		420	2.40	106.8
						IDLE(N)		940	1.00	36.7
					4	50 MPH	31	50	0.10	980.8
						30 MPH	15	55	0.10	597.3
						IDLE(D)		480	1.60	146.9
						IDLE(N)		780	1.00	46.5
					A	50 MPH	31	65	0.10	980.8
						30 MPH	15	80	0.10	557.8
						IDLE(D)		500	1.50	146.9
						IDLE(N)		780	0.50	28.8
064	76	MERC	MARQ	400	1	50 MPH	36	55	0.10	1076.0
						30 MPH	18	60	0.10	656.4
						IDLE(D)		80	0.10	538.0
						IDLE(N)		260	0.10	157.1
065	76	LINC	MRK4	460	1	50 MPH	36	110	0.03	237.2
						30 MPH	18	105	0.00	290.0
						IDLE(D)		310	4.00	157.1
						IDLE(N)		310	8.80	55.4
					2	50 MPH	36	45	0.08	162.2
						30 MPH	18	45	0.00	242.5
						IDLE(D)		250	5.00	134.3
						IDLE(N)		300	5.00	48.5
066	76	LINC	CONT	460	1	50 MPH	36	35	0.01	705.7
						30 MPH	18	33	0.01	686.0
						IDLE(D)		29	0.01	182.6
						IDLE(N)		30	0.01	65.5

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
067	76	BUIC	SKYL	231	1	50 MPH	26	42	0.01	5734.7
						30 MPH	12	47	0.01	4722.7
						IDLE(D)		77	0.01	398.2
						IDLE(N)		37	0.01	103.2
					2	50 MPH	26	45	0.01	2530.0
						30 MPH	12	45	0.02	1269.0
						IDLE(D)		45	0.02	379.2
						IDLE(N)		41	0.02	105.7
					3	50 MPH	26	40	0.01	1571.0
						30 MPH	12	41	0.01	982.6
						IDLE(D)		36	0.01	530.9
						IDLE(N)		36	0.01	93.4
					4	50 MPH	26	25	0.00	1712.0
						30 MPH	12	26	0.01	1189.2
						IDLE(D)		22	0.01	445.6
						IDLE(N)		24	0.01	84.0

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
068	76	BUIC	SKYL	260	1	50 MPH	31	39	0.01	1107.8
						30 MPH	15	35	0.01	897.0
						IDLE(D)		30	0.01	663.6
						IDLE(N)		30	0.01	549.9
					5	50 MPH	31	59	0.02	4385.4
						30 MPH	15	56	0.02	5397.4
						IDLE(D)		50	0.02	2192.7
						IDLE(N)		50	0.02	237.0
					6	50 MPH	31	46	0.01	1347.0
						30 MPH	15	45	0.02	1347.0
						IDLE(D)		40	0.02	872.2
						IDLE(N)		42	0.01	113.1
					7	50 MPH	31	42	0.00	982.6
						30 MPH	15	40	0.00	1024.8
						IDLE(D)		37	0.01	711.0
						IDLE(N)		36	0.00	98.3
					8	50 MPH	31	47	0.01	3542.0
						30 MPH	15	49	0.01	4385.4
						IDLE(D)		36	0.01	711.0
						IDLE(N)		38	0.01	108.2
					0	50 MPH	31	37	0.01	1107.8
						30 MPH	15	36	0.01	1189.2
						IDLE(D)		32	0.01	1498.0
						IDLE(N)		33	0.01	152.4
069	76	BUIC	LESA	350	1	50 MPH	31	30	0.01	1624.7
						30 MPH	15	30	0.01	1189.2
						IDLE(D)		30	0.01	227.5
						IDLE(N)		30	0.01	93.4
					2	50 MPH	31	48	0.02	1846.2
						30 MPH	15	50	0.02	1209.3
						IDLE(D)		48	0.02	237.0
						IDLE(N)		48	0.02	87.9

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
070	76	BUIC	LESA	350	1	50 MPH	31	40	0.01	2192.7
						30 MPH	15	35	0.01	1498.0
						IDLE(D)		125	1.70	201.6
						IDLE(N)		130	1.90	84.9
					3	50 MPH	31	38	0.01	940.0
						30 MPH	15	36	0.01	502.5
						IDLE(D)		35	0.01	179.4
						IDLE(N)		35	0.01	68.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
071	76	BUIC	STAW	455	1	50 MPH	36	33	0.02	1746.2
						30 MPH	18	55	0.60	436.1
						IDLE(D)		29	0.01	142.6
						IDLE(N)		25	0.01	79.0
					2	50 MPH	36	30	0.06	1642.3
						30 MPH	18	30	1.80	379.2
						IDLE(D)		25	0.02	122.9
						IDLE(N)		20	0.01	71.1
					5	50 MPH	36	35	0.02	4722.7
						30 MPH	18	27	0.04	1024.8
						IDLE(D)		28	0.01	265.5
						IDLE(N)		100	0.01	127.8
					6	50 MPH	36	35	0.03	1642.3
						30 MPH	18	43	0.37	512.0
						IDLE(D)		30	0.01	108.2
						IDLE(N)		44	0.01	59.3
					7	50 MPH	36	50	0.20	1148.8
						30 MPH	18	64	0.70	616.2
						IDLE(D)		41	0.01	110.6
						IDLE(N)		46	0.01	63.2
					8	50 MPH	36	33	0.03	3542.0
						30 MPH	18	35	0.20	1642.3
						IDLE(D)		27	0.01	137.7
						IDLE(N)		40	0.01	65.2
					0	50 MPH	36	36	0.01	2004.5
						30 MPH	18	30	0.01	455.1
						IDLE(D)		28	0.01	172.1
						IDLE(N)		65	0.01	59.3
072	76	CADI	DEVI	500	1	50 MPH	36	20	0.01	1024.8
						30 MPH	18	20	0.01	606.8
						IDLE(D)		20	0.01	512.0
						IDLE(N)		20	0.01	127.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
073	76	CADI	DEVI	500	1	50 MPH	36	42	0.01	767.9
						30 MPH	18	43	0.01	758.4
						IDLE(D)		40	0.01	426.6
						IDLE(N)		45	0.01	113.1
074	76	CHEV	CHET	85	1	50 MPH	21	70	0.01	3710.7
						30 MPH	9	60	0.01	4048.1
						IDLE(D)		0	0.00	0.0
						IDLE(N)		47	0.01	206.5
					3	50 MPH	21	43	0.01	3542.0
						30 MPH	9	60	0.01	4216.7
						IDLE(D)		0	0.00	0.0
						IDLE(N)		250	2.02	55.3
					4	50 MPH	21	62	0.01	2698.7
						30 MPH	9	53	0.01	3204.7
						IDLE(D)		0	0.00	0.0
						IDLE(N)		280	2.80	81.0
075	76	CHEV	STAW	400	1	50 MPH	36	34	0.02	3542.0
						30 MPH	18	40	0.02	2361.4
						IDLE(D)		170	2.00	154.9
						IDLE(N)		157	1.85	64.2
					2	50 MPH	36	45	0.02	2192.7
						30 MPH	18	46	0.02	1045.7
						IDLE(D)		170	1.80	120.5
						IDLE(N)		134	1.20	62.2
					3	50 MPH	36	37	0.01	1571.0
						30 MPH	18	37	0.01	758.4
						IDLE(D)		35	0.01	181.9
						IDLE(N)		35	0.01	63.2
076	76	CHEV	MONZ	140	1	50 MPH	26	30	0.01	1385.4
						30 MPH	12	45	0.01	765.4
						IDLE(D)		30	0.01	208.6
						IDLE(N)		30	0.01	103.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
077	76	CHEV	CAMA	250	1	50 MPH	26	42	0.01	940.0
						30 MPH	12	42	0.01	284.4
						IDLE(D)		38	0.01	246.5
						IDLE(N)		40	0.01	55.3
078	76	CHEV	NOVA	305	1	50 MPH	26	32	0.01	1926.7
						30 MPH	12	30	0.01	853.3
						IDLE(D)		28	0.01	303.4
						IDLE(N)		31	0.02	88.9
079	76	CHEV	CAMA	305	1	50 MPH	31	37	0.01	2361.4
						30 MPH	15	30	0.01	1148.8
						IDLE(D)		25	0.01	211.4
						IDLE(N)		26	0.01	65.2
080	76	CHEV	CAMA	350	1	50 MPH	31	50	0.01	1846.2
						30 MPH	15	40	0.01	1024.8
						IDLE(D)		245	6.50	47.4
						IDLE(N)		270	6.00	33.6
					3	50 MPH	31	42	0.02	2192.7
						30 MPH	15	38	0.02	1107.8
						IDLE(D)		33	0.01	167.2
						IDLE(N)		37	0.01	62.2

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
081	76	CHEV	MONT	305	1	50 MPH	31	25	0.01	1878.7
						30 MPH	15	23	0.01	815.3
						IDLE(D)		20	0.01	549.9
						IDLE(N)		20	0.01	127.8
					5	50 MPH	31	46	0.02	3204.7
						30 MPH	15	47	0.01	2867.4
						IDLE(D)		43	0.02	635.2
						IDLE(N)		44	0.01	127.8
					6	50 MPH	31	44	0.01	2783.0
						30 MPH	15	45	0.01	1385.4
						IDLE(D)		40	0.01	436.1
						IDLE(N)		41	0.01	105.7
					7	50 MPH	31	35	0.01	2108.4
						30 MPH	15	34	0.01	891.2
						IDLE(D)		31	0.01	379.2
						IDLE(N)		33	0.01	89.9
					8	50 MPH	31	30	0.02	3204.7
						30 MPH	15	27	0.02	2192.7
						IDLE(D)		20	0.02	455.1
						IDLE(N)		20	0.02	122.9
082	76	CHEV	MONT	305	1	50 MPH	31	42	0.02	1878.7
						30 MPH	15	40	0.01	1189.2
						IDLE(D)		37	0.01	426.6
						IDLE(N)		37	0.01	140.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
083	76	CHEV	MALI	350	1	50 MPH	31	37	0.01	1460.9
						30 MPH	15	34	0.01	625.7
						IDLE(D)		32	0.01	682.6
						IDLE(N)		35	0.01	142.6
					5	50 MPH	31	65	0.02	3457.7
						30 MPH	15	64	0.02	1712.0
						IDLE(D)		200	1.90	284.4
						IDLE(N)		220	1.20	73.1
					6	50 MPH	31	52	0.01	1779.9
						30 MPH	15	54	0.02	597.3
						IDLE(D)		41	0.01	502.5
						IDLE(N)		47	0.01	103.2
					7	50 MPH	31	25	0.01	1606.9
						30 MPH	15	26	0.01	682.6
						IDLE(D)		25	0.01	436.1
						IDLE(N)		20	0.01	108.2
					8	50 MPH	31	35	0.01	2530.0
						30 MPH	15	35	0.01	1308.2
						IDLE(D)		25	0.01	417.1
						IDLE(N)		25	0.01	341.3
					9	50 MPH	31	40	0.01	1460.9
						30 MPH	15	60	0.01	549.9
						IDLE(D)		160	1.80	227.5
						IDLE(N)		165	1.70	98.3
084	76	CHEV	MONT	350	1	50 MPH	31	35	0.01	1423.4
						30 MPH	15	30	0.01	474.0
						IDLE(D)		30	0.01	549.9
						IDLE(N)		30	0.01	122.9
085	76	CHEV	CAPR	400	1	50 MPH	31	35	0.01	1712.0
						30 MPH	15	36	0.01	701.6
						IDLE(D)		35	0.01	360.3
						IDLE(N)		34	0.01	83.0

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
086	76	CHEV	CAPR	350	1	50 MPH	31	29	0.01	2004.5
						30 MPH	15	26	0.01	720.5
						IDLE(D)		24	0.01	777.4
						IDLE(N)		23	0.01	137.7
087	76	CHEV	CAPR	350	1	50 MPH	31	65	0.00	2192.7
						30 MPH	15	47	0.00	961.4
						IDLE(D)		315	5.80	51.4
						IDLE(N)		290	4.80	30.6
					3	50 MPH	31	43	0.02	1894.8
						30 MPH	15	40	0.02	796.4
						IDLE(D)		36	0.02	379.2
						IDLE(N)		36	0.02	103.2
088	76	CHEV	IMPA	350	1	50 MPH	31	33	0.01	2192.7
						30 MPH	15	30	0.01	1024.8
						IDLE(D)		28	0.01	398.2
						IDLE(N)		28	0.01	98.3
					2	50 MPH	31	30	0.01	1942.5
						30 MPH	15	25	0.01	910.1
						IDLE(D)		24	0.01	360.3
						IDLE(N)		23	0.01	96.8

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
089	76	CHEV	STAW	400	1	50 MPH	36	40	0.01	2192.7
						30 MPH	18	37	0.01	982.6
						IDLE(D)		35	0.01	240.9
						IDLE(N)		36	0.01	61.2
					3	50 MPH	36	45	0.02	2277.0
						30 MPH	18	44	0.02	1107.8
						IDLE(D)		40	0.02	228.6
						IDLE(N)		43	0.02	77.0
					4	50 MPH	36	30	0.01	2361.4
						30 MPH	18	28	0.01	1107.8
						IDLE(D)		23	0.01	379.2
						IDLE(N)		20	0.01	98.3
					A	50 MPH	36	25	0.01	1862.5
						30 MPH	18	20	0.01	982.6
						IDLE(D)		16	0.01	303.4
						IDLE(N)		16	0.01	63.9
090	76	OLDS	CUTL	260	1	50 MPH	31	30	0.01	1423.4
						30 MPH	15	32	0.01	1024.8
						IDLE(D)		30	0.01	379.2
						IDLE(N)		28	0.01	127.8
					3	50 MPH	31	25	0.01	1347.0
						30 MPH	15	25	0.01	897.0
						IDLE(D)		26	0.02	493.0
						IDLE(N)		25	0.01	132.7

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
091	76	OLDS	CUTL	350	1	50 MPH	31	85	0.01	1686.7
						30 MPH	15	75	0.01	940.0
						IDLE(D)		460	5.60	61.2
						IDLE(N)		1100	4.60	29.6
					2	50 MPH	31	110	0.01	1746.2
						30 MPH	15	100	0.01	897.0
						IDLE(D)		320	3.10	132.7
						IDLE(N)		300	3.00	47.4
					3	50 MPH	31	30	0.00	1779.9
						30 MPH	15	30	0.00	982.6
						IDLE(D)		25	0.00	341.3
						IDLE(N)		26	0.00	103.2
092	76	OLDS	CUTL	350	1	50 MPH	31	50	0.00	1606.9
						30 MPH	15	45	0.00	682.6
						IDLE(D)		200	2.80	398.2
						IDLE(N)		220	2.40	69.1
					3	50 MPH	31	25	0.01	1571.0
						30 MPH	15	22	0.01	682.6
						IDLE(D)		22	0.01	398.2
						IDLE(N)		20	0.01	88.5
093	76	OLDS	DELT	350	1	50 MPH	31	100	0.00	221.2
						30 MPH	15	90	0.00	739.5
						IDLE(D)		340	6.90	52.4
						IDLE(N)		570	5.70	26.7
					3	50 MPH	31	48	0.01	824.8
						30 MPH	15	47	0.01	758.4
						IDLE(D)		44	0.02	208.9
						IDLE(N)		50	0.02	79.0

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
094	76	OLDS	NNTY	455	1	50 MPH	36	42	0.01	4891.4
						30 MPH	18	40	0.01	3710.7
						IDLE(D)		34	0.01	303.4
						IDLE(N)		40	0.01	103.2
					2	50 MPH	36	30	0.01	1498.0
						30 MPH	18	30	0.01	644.7
						IDLE(D)		25	0.01	284.4
						IDLE(N)		25	0.01	118.0
					5	50 MPH	36	40	0.01	4722.7
						30 MPH	18	35	0.01	3373.4
						IDLE(D)		30	0.01	303.4
						IDLE(N)		25	0.01	227.5
					6	50 MPH	36	42	0.01	2192.7
						30 MPH	18	41	0.01	1107.8
						IDLE(D)		38	0.01	211.4
						IDLE(N)		45	0.01	110.6
					7	50 MPH	36	25	0.02	1442.2
						30 MPH	18	26	0.02	777.4
						IDLE(D)		22	0.02	208.6
						IDLE(N)		20	0.02	162.2
					8	50 MPH	36	24	0.01	1498.0
						30 MPH	18	22	0.01	739.5
						IDLE(D)		18	0.01	181.9
						IDLE(N)		26	0.01	83.0
095	76	OLDS	STAW	455	1	50 MPH	36	35	0.01	1878.7
						30 MPH	18	30	0.01	796.4
						IDLE(D)		27	0.01	265.5
						IDLE(N)		28	0.01	84.9
096	76	PONT	ASTR	140	1	50 MPH	26	40	0.01	982.6
						30 MPH	12	42	0.01	455.1
						IDLE(D)		38	0.01	303.4
						IDLE(N)		38	0.01	98.3

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
097	76	PONT	LEMA	260	1	50 MPH	31	35	0.01	1813.3
						30 MPH	15	34	0.01	1024.8
						IDLE(D)		28	0.01	701.6
						IDLE(N)		30	0.01	108.2
					2	50 MPH	31	51	0.01	1862.5
						30 MPH	15	45	0.01	1249.2
						IDLE(D)		39	0.01	749.0
						IDLE(N)		45	0.01	98.3
					3	50 MPH	31	38	0.01	1107.8
						30 MPH	15	38	0.01	1066.5
						IDLE(D)		32	0.01	758.4
						IDLE(N)		34	0.01	127.8
					4	50 MPH	31	39	0.01	1189.2
						30 MPH	15	36	0.01	1347.0
						IDLE(D)		32	0.01	897.0
						IDLE(N)		32	0.01	127.8
098	76	PONT	GRNP	350	1	50 MPH	31	56	0.02	2192.7
						30 MPH	15	52	0.02	1829.8
						IDLE(D)		48	0.02	284.4
						IDLE(N)		52	0.02	103.2
					2	50 MPH	31	46	0.01	2108.4
						30 MPH	15	44	0.01	1729.1
						IDLE(D)		38	0.01	284.4
						IDLE(N)		41	0.01	100.8
					3	50 MPH	31	34	0.01	2192.7
						30 MPH	15	30	0.01	1712.0
						IDLE(D)		28	0.01	196.7
						IDLE(N)		32	0.01	88.9
					4	50 MPH	31	33	0.01	2361.4
						30 MPH	15	34	0.01	1677.4
						IDLE(D)		30	0.01	322.3
						IDLE(N)		34	0.01	103.2

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
099	76	PONT	GRNP	350	1	50 MPH	31	37	0.01	2004.5
						30 MPH	15	34	0.02	940.0
						IDLE(D)		30	0.02	379.2
						IDLE(N)		28	0.01	118.0
					2	50 MPH	31	37	0.01	1779.9
						30 MPH	15	40	0.01	1148.8
						IDLE(D)		33	0.01	455.1
						IDLE(N)		35	0.01	137.7
					5	50 MPH	31	80	0.00	4807.1
						30 MPH	15	65	0.00	3626.4
						IDLE(D)		290	6.80	68.2
						IDLE(N)		430	5.60	46.4
					6	50 MPH	31	56	0.02	2445.7
						30 MPH	15	53	0.02	1479.5
						IDLE(D)		46	0.01	233.5
						IDLE(N)		54	0.01	113.1
					7	50 MPH	31	26	0.02	1878.7
						30 MPH	15	25	0.01	1148.8
						IDLE(D)		25	0.02	246.5
						IDLE(N)		20	0.02	103.2
					8	50 MPH	31	20	0.01	3879.4
						30 MPH	15	20	0.01	2530.0
						IDLE(D)		20	0.01	341.3
						IDLE(N)		15	0.01	137.7
					9	50 MPH	31	65	0.00	1712.0
						30 MPH	15	70	0.00	1066.5
						IDLE(D)		300	7.10	81.0
						IDLE(N)		460	4.80	41.5
					0	50 MPH	31	35	0.01	1878.7
						30 MPH	15	40	0.01	1189.2
						IDLE(D)		40	0.01	208.6
						IDLE(N)		35	0.01	113.1

APPENDIX H CONT'D

LISTING OF EMISSION TEST RESULTS
FEDERAL THREE MODE

CHICAGO
GENERAL MOTORS

VEH	YR	MAKE	MODEL	CID	SEQ	SPEED	HP	HC PPM/HEX	CO %	NOX PPM
100	76	PONT	BONN	400	1	50 MPH	31	55	0.01	2192.7
						30 MPH	15	40	0.01	758.4
						IDLE(D)		300	3.00	53.3
						IDLE(N)		520	2.80	27.7
					3	50 MPH	31	55	0.02	2277.0
						30 MPH	15	51	0.02	739.5
						IDLE(D)		49	0.02	196.7
						IDLE(N)		61	0.01	88.9

APPENDIX I - LISTING OF DRIVEABILITY EVALUATION

Legend

VEH - Vehicle number

MAKE - Vehicle make

MODL - Vehicle model

SN - Test sequence number

CONSTANT SPEED

PPT - Number of stalls or pass outs upon part throttle acceleration to road speed

A - Acceleration quality (E: excellent; G: good; F: fair; P: poor; U: fail)

C - Cruise quality (E: excellent; G: good; F: fair; P: poor; U: fail)

P - Slight acceleration response, passing (E: excellent; G: good; F: fair; P: poor; U: fail)

AO - Idle quality at stop with air conditioner on (E: excellent; G: good; F: fair; P: poor; U: fail)

AF - Idle quality at stop with air conditioner off (E: excellent; G: good; F: fair; P: poor; U: fail)

ACCELERATION

1/4 - Quality of acceleration under 1/4 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

1/2 - Quality of acceleration under 1/2 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

2/3 - Quality of acceleration under 2/3 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

3/4 - Quality of acceleration under 3/4 throttle (E: excellent; G: good; F: fair; P: poor; U: fail)

RE-START

CT - Cranking time to start after ten minutes in seconds

RIQ - Idle quality after re-start (E: excellent; G: good; F: fair; P: poor; U: fail)

COLD START

CT - Initial cranking time in seconds

DAS - Number of engine die-outs after start

SGS - Number of engine stalls after gear selection

HA - Hesitation, lag upon slight acceleration (1: yes; 2: no)

IQ - Idle quality (E: excellent; G: good; F: fair; P: poor; U: fail)

DRIVE AWAY

SP - Number of stalls or pass-outs upon slight acceleration to road speed

A1 - Acceleration quality (E: excellent; G: good; F: fair; P: poor; U: fail)

I1 - Idle quality after 0.2 mile @ stop (E: excellent; G: good; F: fair; P: poor; U: fail)

SP - Number of stalls or pass-outs upon slight acceleration to road speed after 0.2 mile @ stop

A2 - Acceleration quality after 0.2 mile @ stop (E: excellent; G: good; F: fair; P: poor; U: fail)

I2 - Idle quality after 0.4 mile @ stop (E: excellent; G: good; F: fair; P: poor; U: fail)

The codes for idle, acceleration and cruise quality are defined as follows:

E - Excellent - No trace of undesirable elements (smooth, even, responsive)

G - Good - Slight trace, small indication of an undesirable element (initial uneveness, roughness, hesitation, quickly overcome)

F - Fair - Undesirable element exists yet reliability is retained (only intermittent misfire, surging, hesitation)

P - Poor - Undesirable element exists which affects reliability or driver confidence (steady misfire, roughness, lack of power, response)

U - Fail - Extremely unreliable, possible unsafe conditions exist (frequent stalling, die-outs on acceleration, lack of throttle response)

APPENDIX I

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

CHRYSLER

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	¼	½	⅔	¾	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
001	DODG	ASPE	1	4	G	G	E	G	E	E	G	E	E	2	G	2			2	G		F	G		P	G
002	DODG	DART	1		E	E	E		E	E	E	E	E	4	G	1			2	G		G	G		G	G
003	DODG	DART	1		G	G	F		G	E	G	G	G	3	G	4			2	F	1	F	F		F	G
			3		G	G	F		G	E	G	G	G	3	G	2			1	G		G	C	1	G	G
			4		G	G	G		E	E	G	G	E	2	G	3			2	F		F	F		P	F
			6		G	G	G		G	E	G	G	E	3	G	3			2	F		F	F	1	P	F
			A		G	G	G		F	E	G	G	E	2	G	2			1	G		G	G		G	G
004	DODG	DART	1		G	G	E		E	G	E	E	E	3	G	2			2	G		F	F		P	F
			2		G	G	F		G	F	G	G	G	3	G	2			2	G		G	G		G	G
			3		G	G	F		G	G	G	G	G	3	G	1			2	G		E	G		E	G
			4		G	G	G		G	E	E	G	E	3	G	1			2	G		G	G		G	G
			5		G	G	E		E	G	E	E	E	2	G	3			2	G		G	G		G	G
			6		G	G	G		G	G	G	E	G	3	G	1			2	G		G	G		G	G
			7		G	E	E		E	E	E	E	E	2	E	1			2	E		E	E		E	E
			8		G	E	E		E	E	E	E	E	2	E	2			2	G		G	G		G	G
			9		G	E	E		E	E	E	E	E	2	G	2			2	G		E	G		E	E
			C		G	G	G		G	G	G	G	E	2	G	1			2	E		E	E		E	E
			D		G	G	G		G	G	G	E	E	2	G	1			2	F		G	G		G	G
005	DODG	ASPE	1		G	E	E	E	G	G	E	E	G	3	E	6			2	G		G	G		G	G
			2		E	E	G	G	G	G	E	E	E	2	G	2			2	G		G	G		G	G
			3		G	E	E	E	E	G	E	E	E	3	G	2			2	G		G	G		G	G
			4		G	E	E	E	E	G	E	E	E	2	G	2			2	F		G	F		G	F
			A		G	E	G	G	G	E	G	G	G	3	G	2			2	G		G	G		G	G
006	DODG	ASPE	1		G	G	E	G	E	G	G	E	E	3	G	2			2	G		G	G	1	G	G
			3		G	E	E	E	E	G	E	E	E	3	G	2			2	G		G	G		F	G
007	DODG	ASPE	1		E	E	G	G	E	G	E	E	E	3	G	1			1	G		F	G		P	G
			2		G	E	G	G	E	G	E	E	E	3	G	2			2	G		F	G		F	G
008	DODG	CHAR	1		G	E	G	G	E	G	E	E	G	2	E	3			2	G		F	F		P	G
009	DODG	CHAR	1		E	E	G	E	G	G	E	E	E	4	E	2			2	E		E	E		E	E
			2		G	G	G	G	G	G	G	G	G	3	G	3			2	E		E	E		E	E
			3		E	E	E	G	E	G	G	E	G	3	G	2			2	G		G	G	1	F	G
			C		G	G	G	F	G	G	G	E	E	2	G	1			2	F		F	G		G	G
			D		G	G	G	G	E	G	E	E	E	2	G	1			2	G		G	G		G	E

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

CHRYSLER

				CONSTANT	SPEED					ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	1/4	1/2	2/3	3/4	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
010	DODG	CHAR	1		G	G	G	G	G	G	G	E	E	2	G	3			2	G		G	G		G	G
			2		G	G	G	G	G	G	E	E	E	2	G	3			1	G		G	G		G	G
			3		G	G	E	G	E	G	G	G	E	3	G	2			2	G		G	G		G	G
			4		G	G	G	F	G	G	G	G	G	3	G	2			2	G		F	G		F	G
			A		G	E	G	G	E	G	E	E	E	2	G	1			2	G		G	G		G	G
			B		E	E	G	G	E	G	E	E	E	2	G	1			2	F		G	G	1	G	G
011	DODG	CHAR	1		E	E	G	E	G	E	G	G	E	3	E	2			1	G		U	G	1	U	G
			2	1	F	G	E	G	E	P	F	G	G	2	G	3			1	F	1	F	F		F	F
			3		F	F	G	G	G	G	G	G	G	3	G	2			1	G		F	G		F	G
012	DODG	CHAR	1		E	E	E	E	E	E	E	E	E	2	G	2			1	G		G	G		G	G
013	DODG	MONA	1		G	G	G	G	E	E	E	G	E	3	G	5			1	G		G	G		G	G
			3		G	E	E	G	E	G	G	E	E	2	G	1			1	P		P	F		P	F
			5		G	G	G	G	E	G	G	G	G	2	F	1			1	F		F	F		F	F
			6		G	G	G	G	E	G	E	E	E	2	G	1			1	G		P	G		P	G
			7		G	E	E	G	G	G	E	E	G	2	G	1			1	G		F	G		F	G
			8		G	E	G	G	E	G	E	E	E	2	G	1			1	F		F	F		F	F
			9		G	E	G	G	E	E	E	E	E	3	G	1			1	G		F	G		G	F
			0		G	E	E	E	E	E	E	G	E	2	G	1	1		1	G		F	F		F	F
014	PLYM	VALI	1		G	E	E		G	E	G	G	E	2	G	2			2	E		G	G		G	G
			2		G	E	E		G	E	G	G	E	2	G	2			2	G		G	G		G	G
			3		G	G	G		G	E	G	G	E	3	G	2			2	E		G	E		G	E
			6		G	E	G		G	E	G	G	E	3	G	2			2	G		G	G		G	G
			7		G	G	G		G	E	G	G	E	3	G	2			2	G		G	G		G	G
			8		G	G	G		G	E	G	G	E	3	G	2			2	G		G	G		G	G
			9		G	G	G		G	E	G	G	E	3	G	2			2	E		E	E		E	E
			0		G	G	G		G	E	G	G	E	3	G	2			2	G		G	G		G	G
015	PLYM	VOLA	1		G	E	E	G	E	E	E	E	E	3	E	2			1	F		P	F		P	F
			3		G	E	G	G	E	G	G	E	E	3	E	2			2	G		G	G		F	G
016	PLYM	VALI	1	1	G	G	F	G	E	E	G	G	G	3	E	2			2	E		E	E		E	E
			2		G	E	F	G	E	E	G	G	G	3	E	2			2	E		G	G		G	G
017	PLYM	VOLA	1		G	E	G	G	G	G	G	G	E	3	G	2			2	E		E	E		E	E
			2		G	E	G	G	G	F	G	G	E	3	G	2			2	E		G	E		G	E
			3		G	E	G	G	E	G	G	E	E	2	E	2			2	G		G	G		G	G
			C		F	G	E	E	E	G	F	P	F	1	G	1			2	E		E	E		E	E

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

CHRYSLER

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{2}{3}$	$\frac{3}{4}$	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
018	PLYM	VOLA	1	4	G	E	G	G	G	G	G	G	G	3	G	2			2	G		G	G		F	G
			3	4	F	G	G	G	G	G	G	G	G	2	G	1			1	G		F	G		P	G
			4		G	G	G	G	G	G	G	E	E	3	G	2			1	F		F	F		F	F
019	PLYM	VOLA	1		G	G	G		G	G	G	E	G	3	G	2			2	G		G	G		G	G
			3		G	G	G		E	G	G	E	E	3	G	3			2	G		G	G		G	G
			4		G	E	G		E	G	E	E	G	3	E	3			2	G		G	G		F	G
			5		G	G	G		G	G	E	E	G	2	G	2			2	G		G	G		G	G
020	PLYM	STAW	1		G	E	E	G	E	G	G	E	E	2	G	2			2	G		F	G		F	G
021	PLYM	VOLA	1		G	E	E	G	G	G	E	E	E	3	G	3			2	F		G	F		G	F
			3		E	E	E	E	E	E	G	E	E	2	G	2			2	G		G	G		G	G
			4		G	E	E	E	E	E	E	E	E	3	G	2			2	G		G	G		G	G
			A		G	E	E	E	E	E	E	E	E	2	G	2			1	F		G	F		G	F
022	PLYM	VALI	1		E	E	E	G	E	G	E	E	E	2	E	3			2	G		G	G		G	G
			2		G	E	G	G	G	G	G	E	G	3	G	2			2	E		E	E		E	E
			C		F	G	F	F	G	F	F	F	F	2	G	1			2	G		G	G		G	E
023	PLYM	FURY	1		E	E	E	G	E	E	G	E	E	2	E	2			1	G		P	G		P	G
			3		E	E	E	G	E	E	G	E	E	2	E	2			1	G		G	G		F	G
024	PLYM	FURY	1		E	E	G	G	E	G	E	E	G	2	E	2			2	E		E	E		E	E
			2		G	E	G	G	E	G	E	G	G	3	G	2			2	G		G	G		G	G
			3		G	E	G	G	G	E	G	G	E	3	G	1			1	F		G	F		G	F
			4		E	E	G	G	E	G	E	E	G	2	G	3			2	F		F	F		F	F
025	PLYM	STAW	1		G	E	E	E	E	G	E	E	E	2	E	1			2	E		E	E		E	E
			3		E	E	E	E	G	E	E	E	E	4	G	1			2	G		G	F		F	F
			4		E	E	E	F	G	G	G	G	G	2	G	2			1	G		E	G		G	G
			A		G	E	E	G	E	G	E	E	G	3	G	1			1	F		F	F		G	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

CHRYSLER

				CONSTANT	SPEED					ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	¼	½	⅔	¾	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
026	PLYM	FURY	1		E	E	E	G	E	G	G	G	G	2	G	1			2	G		G	G		G	G
			2		G	G	G	G	G	E	G	E	E	4	E	1			2	G		G	G		G	G
			3		G	G	G	G	E	G	E	E	G	2	G	1			2	G		G	E		G	E
			4		E	E	E	G	E	G	E	E	E	2	G	1			2	G		E	G		E	E
			5		F	F	G	F	F	F	F	G	E	1	G	1			2	G		G	G		G	G
			6		G	E	G	G	E	G	G	G	G	1	G	1			2	G		G	G		G	G
			7		F	G	G	G	G	F	F	G	G	1	G	2			1	F		F	F		G	G
			8		F	G	G	G	G	F	F	G	G	2	G	1			2	G		G	G		G	G
			9		G	G	G	G	E	F	G	G	G	2	G	1			2	E		E	E		E	E
			0		G	G	E	G	E	G	G	G	G	2	G	1			2	G		E	G		E	G
027	PLYM	VOLA	1		G	E	G	E	E	G	E	G	G	3	E	2			2	F		G	F		G	F
			3		G	G	G	G	G	G	G	G	G	2	G	2			2	E		E	E		E	E
			4		G	E	G	G	G	E	G	G	E	3	G	2			1	G		F	G		F	G
028	PLYM	STAW	1		G	G	G	G	E	G	E	E	E	2	G	1			2	G	1	G	G	1	G	G
			3		G	G	G	G	E	E	G	G	G	1	G	1			2	G	1	F	G		F	G
			4		G	G	G	G	E	G	E	E	E	2	G	1			1	G	1	F	G		F	F
029	PLYM	SCAM	1		F	F	G	G	G	G	G	G	G	2	G	3			1	G		F	G		F	G
			3		F	F	F	F	G	G	F	G	G	3	G	1			2	F		F	F		G	G
030	CHRY	CORD	1		F	F	G	G	G	G	G	E	G	3	G	2			2	F		G	F		F	F
			2		G	G	G	E	E	F	F	G	G	2	G	2			1	P		P	P		P	P
			C		E	E	E	E	E	E	E	E	E	1	E	1			1	G		P	G		P	G
			D		G	G	G	F	G	F	G	G	G	2	G	1			1	G		G	G		G	G
			E		G	E	G	G	G	G	G	G	G	3	E	1			2	E		E	E		F	G
031	CHRY	CORD	1		G	G	G	G	E	G	E	E	G	3	G	2			2	G		G	G		G	G
			2		G	G	G	G	E	E	G	E	E	3	G	2			2	G		G	G		G	G
			3		G	G	E	G	E	E	E	E	E	4	G	1			2	G		G	G		G	G
032	CHRY	NEWP	1		F	G	G	E	E	F	F	G	G	2	G	1			2	G		G	G		F	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

CHRYSLER

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	1/4	1/2	2/3	3/4	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
033	CHRY	NEWP	1		G	E	E	G	E	G	E	E	E	2	G	2			2	G		G	G		G	F
			2		G	G	G	F	G	G	E	G	G	3	G	1			1	G		F	G		F	G
			4		G	G	E	G	E	G	E	E	E	2	G	1			1	P		P	G		F	G
			5		G	E	G	G	E	G	G	G	E	2	G	2			2	G		G	G		G	G
			6		E	E	G	G	E	G	E	E	E	2	G	1			1	G		P	G		P	G
			7		G	G	G	G	E	G	E	E	E	2	G	1			2	G		G	E		G	E
			8		E	E	E	G	E	E	E	E	E	2	F	1			1	F		F	F		F	F
			9		G	G	G	G	E	G	E	E	E	2	G	1			2	G		G	G		G	G
			0		G	E	E	G	E	E	E	G	E	2	G	1			2	G		G	G		F	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

FORD

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{2}{3}$	$\frac{3}{4}$	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
034	FORD	STAW	1		G	E	E		E	G	G	G	G	1	F	1			2	F		F	F		F	F
			2		G	G	G		G	G	G	G	G	1	F	1			2	F		F	F		F	F
			4		G	G	G		E	G	G	E	E	1	G	1			2	G		G	G		P	G
			6		G	G	G		E	G	E	E	E	2	E	2			2	E		G	G		G	G
			7		G	G	G		G	E	E	E	E	3	G	3			2	G		G	G		G	G
			8		G	G	F		G	G	G	G	G	3	G	2			2	G		G	G		G	G
			9		G	E	G		G	G	G	G	G	3	G	2			2	G		G	G		G	G
			0		G	G	G	F	E	E	G	E	E	3	G	5		2	2	G		G	G		G	G
			A		G	G	E		G	G	G	G	E	3	G	1			1	G	2	F	G	2	F	G
035	FORD	PINT	1		G	G	G	G	E	G	E	E	G	2	G	1			1	G		P	G		P	G
			2		F	G	F	F	G	G	F	F	F	4	F	1			2	G		F	G		G	G
			6		G	G	G	G	G	E	E	E	G	4	G	2			1	G		P	G		P	G
			7		G	G	G	G	G	G	G	G	G	2	G	1			2	F		F	F		F	F
			8		G	G	G	G	G	G	G	E	G	3	G	1			2	F		F	F		F	F
			9		E	E	E	G	E	E	E	G	E	2	G	1			2	G		G	G		G	G
			0		E	E	E	G	E	E	E	E	E	2	E	1			2	E		E	E		E	E
			C		F	F	F	F	G	F	F	G	F	1	G	1			2	E		E	E		E	E
036	FORD	MUST	1		F	G	G		G	F	F	G	G	3	G	1			2	G		G	G		G	G
037	FORD	MUST	1		G	E	G	G	E	F	F	F	F	1	G	2			2	G		G	G		F	G
038	FORD	MUST	1		G	G	E	F	E	E	E	G	G	4	G	3	1		2	G		E	G		E	G
			3		G	E	G		G	E	G	G	G	4	F	2			2	G		G	G		G	G
			4		G	G	E	G	E	E	E	G	G	4	G	2			2	G		G	G		G	G
			A		G	G	F	F	G	G	G	F	F	4	G	1			2	G		E	G		E	G
			B		G	E	G		G	E	G	G	G	2	G	1			2	E		E	E		E	E
			C		G	G	G	G	G	G	G	G	G	3	G	2			2	G		G	G		G	G
039	FORD	GRAN	1		G	E	G	E	E	E	E	E	E	2	G	1			2	G		G	G		G	G
			6		G	G	F	F	G	G	G	G	G	4	G	1			2	G		G	G		G	G
040	FORD	GRAN	1		G	G	F	G	G	G	G	G	G	3	G	2			2	G		G	G		G	G
041	FORD	GRAN	1		G	G	G	F	G	G	G	E	E	5	G	1			2	G		G	G		G	G
			6		G	G	G		G	G	G	E	E	3	F	1			2	F		F	F		F	F
			7		G	G	G		G	G	G	E	E	4	G	2			2	G		G	G		G	G
			8		G	G	E		G	G	E	E	E	2	E	3			2	G		G	G		E	E
			9		G	E	E	F	E	E	E	E	E	3	E	2			1	G	1	F	G		F	G
			0		E	E	G		E	E	G	G	E	5	E	1			2	G		G	G		G	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

FORD

				CONSTANT	SPEED					ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{2}{3}$	$\frac{3}{4}$	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
042	FORD	GRAN	1		G	G	E	G	E	G	G	E	G	3	G	1			2	G		G	E		G	E
			2		G	G	E	G	E	G	G	G	E	3	G	1			2	P		F	F		F	F
043	FORD	GRAN	1		G	G	F	F	G	G	G	F	F	2	G	1			2	G		F	G	1	F	G
044	FORD	GRAN	1		G	G	G	G	G	G	G	G	G	2	G	1			2	F		F	F		F	F
			2		E	G	E	G	E	E	E	E	E	3	G	3	1		1	F		G	G		G	G
045	FORD	GRAN	1		G	G	G	G	G	G	G	G	G	2	G	1			2	G		G	G		G	G
046	FORD	GRAN	1		F	F	F	F	F	F	F	G	G	2	F	1			2	F		F	F		F	F
			3		G	G	G	F	F	G	G	E	E	1	F	1			2	P		P	P		P	P
047	FORD	ELIT	1	4	G	E	G	G	F	G	G	G	G	3	G	5			2	F		G	G		G	G
			4	1	G	G	G	G	E	G	E	E	E	2	G	1			2	G		G	E		G	E
			6		G	E	E	G	E	G	G	G	E	2	E	2			1	F		P	F		G	G
			7		G	G	G	G	G	G	G	G	G	5	G	1			2	P		F	P		F	P
			8		G	E	G	G	E	E	E	G	E	1	G	2			2	G		G	G		G	G
048	FORD	ELIT	1	4	G	G	G	G	E	G	E	E	G	3	G	4			2	F		F	F		F	F
049	FORD	TORI	1		G	E	E	F	E	E	G	G	E	1	E	4			1	G		F	G		F	G
			2		G	E	G	F	G	G	G	G	G	1	F	2			2	F		G	F		G	G
050	FORD	ELIT	1		G	G	G	F	G	G	G	G	G	2	G	3			2	G		G	G		G	G
			2		G	E	E	E	E	G	E	E	E	1	E	1			2	F		G	G		G	G
			3		G	E	E	F	G	G	G	G	G	2	G	3			1	F		G	G		G	G
			4	1	G	G	E	G	G	G	G	E	E	3	G	1			2	G		G	G		G	G
			6		G	E	E	G	E	G	E	G	G	1	G	2			2	G		E	E		E	E
			7		G	G	E	G	E	G	G	E	G	1	G	3			2	F		G	F		G	G
			8		G	E	E	G	E	G	G	E	G	1	G	1			2	G		E	E		G	G
			9		G	E	G	G	G	G	G	G	E	2	G	1			2	G		F	G		F	G
051	FORD	STAW	1		E	E	E	G	E	E	E	E	E	1	E	1			2	G		G	G		G	G
			2	3	G	E	E	G	E	F	F	G	G	1	E	2	1	1	1	P		P	P		P	P
052	FORD	TORI	1		G	E	G	G	E	G	G	E	E	3	G	1			2	G		G	G		G	G
			2		E	E	E	G	E	E	E	E	E	1	F	1			2	E		G	E		G	G
053	FORD	LTD	1		G	E	G	F	G	E	G	G	G	1	G	2			1	G		G	G		G	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

FORD

				CONSTANT	SPEED					ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	1/4	1/2	2/3	3/4	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
054	FORD	LTD	1		E	E	E	G	E	E	E	E	E	2	G	1			2	E		E	E		E	G
055	FORD	LTD	1		G	E	E	G	E	G	G	E	E	2	G	1			2	G		F	G		F	G
			3		E	E	E	F	F	E	E	E	E	1	F	1			2	E		G	G		G	G
056	FORD	STAW	1		G	G	F	G	G	G	G	G	G	2	G	1			2	F		G	F		G	G
			2		G	G	G	G	E	G	G	G	G	1	G	1			2	F		G	F		G	F
057	FORD	STAW	1		G	G	G	F	G	G	G	F	F	1	F	1			2	G		G	G		G	G
058	MERC	MONA	1		G	G	G	G	E	E	E	E	E	2	G	1			2	G		G	G		G	G
059	FORD	GRAN	1		G	G	G	G	E	G	E	E	E	5	G	1		1	2	G		G	G		G	G
			2		G	E	G	F	G	E	E	G	G	3	G	3	1		2	G		G	G		G	G
			6		G	E	E	G	E	E	E	E	E	4	G	3	1		2	G		G	G		G	G
060	MERC	MONA	1		E	E	E		E	E	E	E	E	2	E	1			2	F		F	F		F	F
061	MERC	COUG	1		G	E	E	G	E	F	F	G	E	1	G	2			2	E		G	E		F	E
062	MERC	STAW	1		G	G	G	G	G	G	G	G	E	2	G	1			2	G		G	G		G	G
			4		G	E	G	G	G	E	E	G	G	1	G	4	1		2	G		G	F		F	F
			5		G	G	G	G	G	G	G	E	E	3	E	4	1		2	G		G	F		F	F
			6		G	G	E	G	E	G	G	E	E	4	G	1			2	G		G	G		G	G
			7		G	G	G	G	G	G	G	G	G	2	G	1			2	F		F	F		F	F
			8		G	G	E	G	E	E	E	E	E	2	G	2			2	G		G	G		G	G
			9		G	G	G	G	E	G	G	E	E	2	E	4	1		2	G		G	F		F	F
063	MERC	MARQ	1		E	E	E	E	E	E	E	E	E	1	G	1			2	F		F	F		F	F
			3		E	E	E	F	G	E	E	E	E	1	F	1			2	F		G	P		G	P
			4		G	E	E	G	E	G	E	E	G	1	F	1			2	F		G	F		G	F
			A		E	E	E	F	E	E	E	E	E	1	G	1			2	F		F	F		E	F
064	MERC	MARQ	1		E	E	E	E	E	E	E	E	G	2	E	1			2	G		G	G		G	G
065	LINC	MRK4	1	4	G	E	E	E	E	E	G	E	E	1	G	10			1	F		F	F		F	F
			2	4	F	G	F	F	G	F	F	G	G	5	G	7			2	G		G	G		G	G
066	LINC	CONT	1		G	G	E	G	G	G	G	E	E	5	G	1			2	G		G	G		E	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

GENERAL MOTORS

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	¼	½	⅔	¾	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
067	BUIC	SKYL	1		G	G	G	G	G	G	G	E	G	2	G	1			2	G		G	G		G	G
			2		G	G	G	G	G	G	G	G	E	2	G	1			1	G		G	G		G	G
			3		G	G	G	G	E	G	G	E	E	1	G	1			2	G		G	E		G	E
			4		F	G	F	F	G	F	F	G	G	2	G	1			2	G		G	G		G	G
068	BUIC	SKYL	1		G	G	G	F	G	G	G	G	G	2	G	1			2	G		E	G		E	E
			5		G	G	G	F	G	G	G	G	G	2	G	1			2	G		E	G		E	G
			6		E	E	E	G	E	G	E	E	E	2	G	1			2	E		E	E		E	E
			7		F	F	G	F	G	F	F	G	G	2	G	1			2	G		G	G		G	G
			8		G	G	G	F	G	G	G	G	G	2	G	1			2	E		E	E		E	E
			0		G	E	E	G	G	G	E	E	E	2	E	1			1	P		P	F		P	F
069	BUIC	LESA	1		G	E	E	E	E	E	E	E	E	1	E	1			1	G		G	G		G	G
			2		G	G	E	G	G	E	G	E	E	2	G	1			2	G		G	G		G	G
070	BUIC	LESA	1		G	G	E	G	E	E	E	E	E	3	G	1			2	G		F	G		G	G
			3		P	E	G	E	E	G	G	G	G	1	E	1			2	E		E	E		E	E
071	BUIC	STAW	1		G	E	E	G	E	E	E	E	E	2	G	1			2	G		G	G		G	G
			2		G	G	E	G	G	G	G	E	E	1	G	1			2	E		E	G		E	G
			5		G	E	E	G	E	E	E	E	E	1	G	1			2	G		G	G		G	E
			6		G	G	E	G	E	E	E	E	E	2	G	1			2	G		G	G		G	E
			7		G	E	E	G	E	E	E	E	E	2	G	1			2	G		G	G		G	E
			8		G	G	G	G	G	G	G	G	G	2	G	1			2	G		G	G		G	E
			0		G	G	E	G	E	G	E	E	E	2	G	1			2	G		G	G		G	E
072	CADI	DEVI	1		G	G	E	G	E	G	G	G	E	2	G	1			2	G		G	E		G	E
073	CADI	DEVI	1		G	G	G	G	G	G	G	G	G	2	G	1			2	E		E	E		E	E
074	CHEV	CHET	1		F	G	G		G	F	F	F	F	2	G	1			1	G		G	G		G	G
			3		G	G	G		G	G	G	G	G	2	G	1			2	E		E	E		E	E
			4		G	G	G		G	G	E	E	G	2	G	1			2	G		G	G		G	G
075	CHEV	STAW	1		G	G	G	G	E	G	E	E	E	2	G	1			2	E		E	E		E	E
			2		G	G	G	G	E	G	E	E	E	2	G	1			2	E		E	E		E	E
			3		G	G	G	G	E	G	E	E	E	2	G	1			2	E		E	E		E	E
076	CHEV	MONZ	1		G	G	G		G	F	G	F	F	1	G	1			1	G		F	F		F	F
077	CHEV	CAMA	1		G	G	G		G	G	E	G	E	3	G	2			2	P		F	F		F	F

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

GENERAL MOTORS

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	¼	½	⅔	¾	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
078	CHEV	NOVA	1		E	E	E	G	E	G	E	E	E	2	G	1			2	E		E	E		E	E
079	CHEV	CAMA	1		G	G	E	G	E	G	E	E	E	4	E	1			2	E		E	E		E	E
080	CHEV	CAMA	1		G	G	E	G	E	E	E	E	E	4	E	1			2	E		E	E		E	E
			3		E	E	E	E	E	E	E	E	E	1	E	1			2	E		E	E		E	E
081	CHEV	MONT	1		G	G	G	G	G	G	G	E	G	2	G	1			2	E		G	E		G	E
			5		E	E	E	E	E	E	E	E	E	1	E	1			2	E		E	E		E	E
			6		E	E	E	E	E	E	E	E	E	1	E	1			2	E		E	E		E	E
			7		E	E	E	E	E	G	G	G	G	2	G	1			2	G		E	G		E	E
			8		G	G	G	F	G	F	F	G	G	1	G	1			2	G		E	G		E	G
082	CHEV	MONT	1	2	G	G	E	G	G	G	G	G	E	2	G	1			2	G		G	G		F	G
083	CHEV	MALI	1		G	G	E	G	E	G	E	E	E	2	G	1			2	G		G	G		G	E
			5		G	E	E	G	E	E	E	E	E	3	G	1			2	G		G	G		G	G
			6		G	E	G	E	E	G	G	E	E	1	E	1			2	E		E	E		E	E
			7		E	E	E	G	E	G	E	E	E	2	G	1			2	G		G	G		G	G
			8		G	G	G	G	G	F	G	G	G	1	G	1			2	G		E	G		E	G
			9		G	E	E	G	G	G	G	E	E	1	G	1			1	G		F	G		F	G
084	CHEV	MONT	1		E	E	G	G	F	G	G	E	E	1	G	1			2	G		G	G		G	E
085	CHEV	CAPR	1		E	E	E	G	E	G	E	E	E	2	E	1			2	E		E	E		E	E
086	CHEV	CAPR	1		G	E	E	G	E	E	F	E	E	2	G	1			2	E		E	E		E	E
087	CHEV	CAPR	1		G	G	G	G	E	G	E	E	E	2	G	1			2	E		E	E		E	E
			3		F	F	G	G	G	F	F	G	G	1	G	1			2	E		E	E		E	E
088	CHEV	IMPA	1		G	G	E	G	G	G	E	G	G	3	G	1			2	G		E	G		E	G
			2		G	G	E	G	G	G	E	G	G	2	G	1			2	E		E	E		E	E
089	CHEV	STAW	1		E	E	E	G	E	E	E	E	E	3	G	1			2	E		E	G		E	G
			3		G	G	E	G	E	G	E	G	G	2	G	1			2	E		E	E		E	E
			4		G	E	E	G	E	E	E	E	E	3	G	1			2	G		G	G		G	E
			A		E	E	E	E	E	E	E	E	E	2	E	1			2	E		E	G		E	G
090	OLDS	CUTL	1		G	G	G	G	E	G	G	G	G	4	G	1			2	G		G	G		G	G
			3		G	E	G	E	E	G	G	G	G	1	E	1			1	G		G	G		G	G

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

GENERAL MOTORS

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	1/4	1/2	2/3	3/4	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
091	OLDS	CUTL	1		G	G	G	G	F	F	G	G	G	1	G	1			2	E		E	E		E	E
			2		G	G	G	G	F	G	G	G	G	1	G	1			2	E		E	E		E	E
			3		E	E	E	G	G	E	E	E	E	1	E	1			2	G		E	F		E	F
092	OLDS	CUTL	1		G	E	E	E	E	E	E	E	E	1	E	1			2	E		E	E		E	E
			3		G	E	G	G	G	G	G	E	E	1	G	1			2	G		E	G		E	G
093	OLDS	DELT	1		G	E	E	E	E	G	E	E	E	1	E	1			1	G		P	G		F	G
			3		G	G	G	F	G	G	G	G	G	2	G	1			1	G		G	G		G	G
094	OLDS	NNTY	1		G	G	G	G	F	E	E	G	G	2	G	1			2	G		G	E		E	E
			2		E	E	E	E	E	E	E	E	E	1	G	1			2	E		E	E		E	E
			5		E	E	E	G	E	G	E	E	E	1	G	1			2	E		G	E		G	E
			6		E	E	E	E	E	E	E	E	E	2	E	1			2	E		E	E		E	E
			7		E	E	E	E	E	E	E	E	E	1	E	1			2	E		E	E		E	E
			8		E	E	E	E	E	E	E	E	E	2	E	1			2	E		E	E		E	G
095	OLDS	STAW	1		G	E	E	G	E	G	E	E	E	2	G	1			2	G		G	G		G	G
096	PONT	ASTR	1		P	F	P	P	F	P	F	F	F	2	F	1			1	P		P	F		F	F
097	PONT	LEMA	1		G	G	E	E	E	G	G	G	G	1	E	1			2	P		P	F		F	F
			2		G	G	G	G	G	G	G	G	G	1	G	1			1	G		G	G		G	G
			3		G	G	G	G	G	G	G	G	G	2	F	1			2	F		P	F		F	F
			4		F	G	G	F	G	F	F	G	G	2	G	1			2	E		G	E		G	E
098	PONT	GRNP	1		G	E	G	G	E	G	G	E	G	2	G	1			2	G		G	G		G	G
			2		E	E	E	G	E	E	E	E	E	4	F	1			2	G		E	G		G	G
			3		E	E	E	G	E	G	E	E	E	3	G	1			2	G		G	G		G	G
			4		E	E	E	E	G	E	E	E	E	2	G	1			2	F		F	G		G	G
099	PONT	GRNP	1		G	G	G	G	E	G	G	E	G	2	G	1			2	G		G	G		G	G
			2		E	E	E	F	G	G	G	G	G	3	G	1			2	G		G	G		G	E
			5		E	E	E	E	E	E	E	E	E	1	E	2			2	G		G	G		G	G
			6		G	G	G	F	G	G	G	G	G	1	G	1			2	G		E	G		E	G
			7		E	E	G	G	G	G	G	G	G	1	G	1			2	G		G	G		G	G
			8		G	G	E	G	G	G	E	E	E	1	G	1			2	E		E	E		E	G
			9		G	G	G	G	G	F	G	G	E	1	G	1			2	G		G	G		G	G
			0		E	E	E	E	E	E	E	E	E	1	E	1			2	E		E	E		E	E

APPENDIX I CONT'D

LISTING OF DRIVEABILITY EVALUATION

CHICAGO

GENERAL MOTORS

				CONSTANT SPEED						ACCELERATION				RE-START		COLD START					DRIVE AWAY					
VEH	MAKE	MODL	SN	PPT	A	C	P	AO	AF	¼	½	⅔	¾	CT	RIQ	CT	DAS	SGS	HA	IQ	SP	A1	I1	SP	A2	I2
100	PONT	BONN	1		G	E	E	G	E	E	G	E	E	3	G	1			2	G		G	G		G	G
			3		E	E	E	G	F	E	E	E	E	1	G	1			1	G		G	G		G	G

APPENDIX J

LISTING OF TEST RESULTS ON MANUFACTURERS CORRELATION VEHICLES

CHICAGO

CHRYSLER CORP.

TEST DATE	HC	CO	CO_2	NOx_c	MPG FUEL ECON
08/02/76	0.44	1.13	593.0	2.55	14.9
08/02/76	0.43	0.85	588.0	2.59	15.0
08/02/76	0.43	1.04	631.0	2.59	14.0
08/02/76	0.39	0.84	633.0	2.44	13.9
08/02/76	0.39	0.84	642.0	2.24	13.7
08/02/76	0.41	0.94	638.0	2.32	13.8
08/02/76	0.44	0.80	550.0	2.18	16.0
08/02/76	0.42	0.81	571.0	2.26	16.5
08/02/76	0.37	0.77	569.0	2.44	15.5
08/02/76	0.43	0.95	582.0	2.45	15.1
08/02/76	0.38	0.94	600.0	2.22	14.7
08/02/76	0.39	1.17	602.0	2.19	14.6
08/02/76	0.41	1.28	573.0	2.25	15.4
08/02/76	0.40	1.22	575.0	2.14	15.4
MEAN	0.41	0.97	596.2	2.35	14.8

AUTOMOTIVE TESTING LABORATORIES (CHICAGO)

TEST DATE	HC	CO	CO_2	NOx_c	MPG FUEL ECON
09/15/76	0.54	0.67	574.0	2.73	15.4
09/15/76	0.54	0.99	561.0	2.82	15.7
09/15/76	0.52	0.75	561.0	2.75	15.7
09/15/76	0.50	0.88	561.0	2.72	15.7
MEAN	0.52	0.82	564.2	2.75	15.6

ENVIRONMENTAL PROTECTION AGENCY (ANN ARBOR)

TEST DATE	HC	CO	CO_2	NOx_c	MPG FUEL ECON
08/06/76	0.56	1.96	608.0	2.66	14.5
08/06/76	0.36	1.91	601.0	2.63	14.7
08/06/76	0.36	1.88	587.0	2.63	15.0
08/06/76	0.32	2.40	596.0	2.80	14.8
MEAN	0.40	2.04	598.0	2.68	14.7

LISTING OF TEST RESULTS ON MANUFACTURERS CORRELATION VEHICLES

CHICAGO

FORD MOTOR CO.

TEST DATE	HC	CO	CO_2	NOx_c	MPG FUEL ECON
08/12/76	0.90	2.37	573.0	2.16	15.3
08/12/76	0.93	1.73	558.0	2.32	15.7
08/15/76	1.06	2.97	571.0	2.47	15.3
08/16/76	0.91	1.88	555.0	2.57	15.8
08/31/76	0.95	2.25	583.0	2.63	15.0
09/01/76	0.86	2.01	548.0	2.37	16.0
09/02/76	0.88	2.63	553.0	2.55	15.8
09/03/76	0.88	1.50	546.0	2.59	16.1
09/22/76	0.97	3.08	551.0	2.67	15.9
09/24/76	1.00	2.23	559.0	2.46	15.7
09/27/76	0.99	3.12	551.0	2.42	15.9
MEAN	0.94	2.34	558.9	2.47	15.7

AUTOMOTIVE TESTING LABORATORIES (CHICAGO)

08/24/76	0.98	2.57	551.0	2.27	15.9
08/24/76	1.05	2.88	554.0	2.68	15.8
08/25/76	1.02	2.50	546.0	2.49	16.0
08/26/76	1.00	2.01	548.0	2.46	16.0
MEAN	1.01	2.49	549.7	2.47	15.9

ENVIRONMENTAL PROTECTION AGENCY (ANN ARBOR)

08/17/76	0.91	2.42	545.0	2.22	16.1
08/18/76	0.88	2.39	543.0	2.14	16.1
10/14/76	0.88	1.74	555.0	2.10	15.8
10/15/76	0.90	2.25	556.0	2.12	15.8
MEAN	0.89	2.20	549.7	2.14	15.9

APPENDIX J CONT'D

LISTING OF TEST RESULTS ON MANUFACTURERS CORRELATION VEHICLES

CHICAGO

GENERAL MOTORS

TEST DATE	HC	CO	CO_2	NOxc	MPG FUEL ECON
BEFORE A.T.L. TEST					
95% CONFIDENCE	1.59	33.50	612.5	2.02	13.2
MEAN	1.47	29.92	594.6	1.84	13.7
95% CONFIDENCE	1.36	26.60	576.7	1.69	14.3
AFTER A.T.L. TEST					
95% CONFIDENCE	1.49	33.50	607.4	2.05	13.4
MEAN	1.36	30.43	590.8	1.92	13.8
95% CONFIDENCE	1.24	27.88	574.2	1.79	14.3

AUTOMOTIVE TESTING LABORATORIES (CHICAGO)

TEST DATE	HC	CO	CO_2	NOxc	MPG FUEL ECON
10/07/76	1.53	30.95	601.0	1.84	13.6
10/07/76	1.52	31.20	599.7	1.92	13.6
10/07/76	1.50	28.90	599.7	1.94	13.7
10/07/76	1.52	30.69	598.5	1.87	13.6
MEAN	1.52	30.43	599.7	1.89	13.6

Test Site __________ Veh.No. ______

Restorative Maintenance Evaluation

Make ____________ Model __________

Driveability Evaluation form

Eng,Trans,Carb. __________________

	Yes	No	Number	Quality Code
A. Constant Speed Phase				
1. Stalls, pass-outs upon part throttle acceleration to road speed	1	2	☐	
2. Acceleration Quality				☐
3. Cruise Quality				☐
4. Slight acceleration response (passing)				☐
5. Idle quality at stop - w/air "on"		2		☐
w/air "off"				☐
B. Acceleration from stop phase				
6. Quality of acceleration under ¼throttle				☐
7. Quality of acceleration under ½ throttle				☐
8. Quality of acceleration under 2/3 throttle				☐
9. Quality of acceleration under 3/4 throttle				☐
C. Re-start Phase				
10. Cranking time to start after 10 min.			sec. ☐☐	
11. Idle quality after re-start				☐
D. Cold start & idle phase (Dynamometer)				
12. Initial cranking time			sec. ☐☐	
13. Engine die-outs after start	1	2	☐	
14. Engine stalls after gear selection	1	2	☐	
15. Hesitation, lag upon slight acceleration	1	2	☐	
16. Idle quality				☐
E. Drive-away Phase (Dynamometer)				
17. Stalls, pass-outs upon slight acceleration to road speed	1	2	☐	
18. Acceleration quality				☐
19. Idle quality after 0.2 mile @ stop				☐
20. Stalls, pass-outs upon slight acceleration to road speed	1	2	☐	
21. Acceleration quality				☐
22. Idle quality after 0.4 mile @ stop				☐

Codes for idle, acceleration & cruise quality

Enter	5.	Excellent	- No trace of undesireable elements (smooth, even, responsive,)
	4.	Good	- Slight trace, small indication of an undesireable element(initial uneveness, roughness, hesitation, quickly overcome)
	3.	Fair	- Undesireable element exists yet reliability is maintained. (only intermittent misfire, surging hesitation)
	2.	Poor	- Undesireable element exists which effects reliability or driver confidence. (steady misfire, roughness, lack of power, response).
	1.	Fail	- Extremely unreliable, possible unsafe conditions exist. (frequent stalling, die-outs on acceleration, lack of throttle response).

Test Site__________ Veh. No.______
Make_________ Model__________
Eng,Trans,Carb.________________
VIN_____________________________

Restorative Maintenance Evaluation Project

Maladjustment and Disablement Inspection Form

Emission Sticker No.____________ Eng. Family____________
Vehicle build date__________ Axle ratio___________
Eng. Cal. (Ford)______________ Tire size___________

Item	Measured Value and Comments	Pass	Fail	N/A	Action*
.Induction System Intact and complete? Heated air intake system operative ? Vacuum lines disconnected,plugged or rerouted?		1	2		(13) ☐ (14)
.Carburetor and Fuel System Intact and complete? Choke system modified,misadjusted? Limiter caps missing or broken? Filler neck altered?	MMT Indicated?_______ Carb No.________________ Fuel Lead Content= __________ gn/gal	1	2		(15) ☐ (16)
.Ignition System Intact and complete?	Dist. No.________________	1	2		(17) ☐ (18)
Initial timing (measured)	______° at_______RPM				
Initial timing (spec)	______° at_______RPM				
Mech. Adv. at int. speed (meas.)	______° at_______RPM				
Mech. Adv. at int. speed (spec.)	______° at_______RPM				
Vacuum Advance Begins (meas.)	_______in Hg				
Vacuum Advance Begins (spec.)	_______in Hg				
Vacuum Advance Max. (meas.)	______° at______ in Hg				
Vacuum Advance Max. (spec.)	______° at______ in Hg				
. E.G.R. System Intact and complete? Vacuum lines disconnected,plugged or rerouted? Idle speed drop with ext. vacuum applied?	EGR Valve No.___________	1	2	3	(19) ☐ (20)
. Air Injection System (air pump, aspirator)		1	2	3	(21) ☐ (22)
. P.C.V. System		1	2		(23) ☐ (24)
. Exhaust System		1	2		(25) ☐ (26)
. Evaporative Control System		1	2		(27) ☐ (28)
. Internal Engine and Misc. Components_________________		1	2	3	(29) ☐ (30)

Man Hours required for inspection ☐☐.☐ (31-33)

Man Hours required for action ☐☐.☐ (34-36)

*Action Code

0 = No Action

1 = Adjust or reconnect (no parts damaged, altered or missing)

2 = Repair (item present but damaged or altered slightly)

3 = Replace (item missing or severely damaged-replacement necessary) Record part numbers and retail prices of replaced items.

The procedures and specifications for this inspection are provided by the manufacturer's representatives in conjunction with the service manual appropriate to the test vehicle.

8/15/77

Restorative Maintenance Evaluation

Emission Component Function Check

Chrysler Corporation

Test Site ________ Vehicle No. ______

Make ______________ Model __________

Eng, Trans, Carb. __________________

	Item	Manual Reference*	Specification	As Measured/Comments	Pass	Fail	N/A	Action Code***
1.	P.C.V. System	0-16	"Rattle" of Valve, Vacuum at valve and breather inlet		1	2	3 (13)	☐ (14)
2.	Evaporative Control System	0-15	Proper hose routing & filter check		1	2	3 (15)	☐ (16)
3.	Heated air inlet diaphragm	25-15	Max. of 5" leak-down from 20"	________"	1	2	3 (17)	☐ (18)
4.	Heated air inlet door	25-15	Below 50°F. closed to fresh air Above 80°F. closed to heated air		1	2	3 (19)	☐ (20)
5.	Electrically assisted choke switch	25-12	At normal operating temperature, Single-stage continuity for 5 sec. to 5 min. Dual-stage, check light intensity	________sec.	1	2	3 (21)	☐ (22)
6.	Electrically assisted Choke heater	25-14	4-12 ohms	________ohms	1	2	3 (23)	☐ (24)
7.	C.C.I.E. switch	25-7	To be open 75°F. or below Max. of 1" leak-down in 15 sec. at normal temp.	________"	1	2	3 (25)	☐ (26)
8.	C.C.E.G.R Switch	25-27	Blue switch, open @ 75°F; Yellow switch, open @ 125°F Max. 1" leakdown in 1 min.		1	2	3 (27)	☐ (28)
9.	Idle Enrichment Delay Solenoid	25-7	Energized for 30-40 sec.	________sec.	1	2	3 (29)	☐ (30)
10.	Idle Enrichment Diaphraghm	25-7	RPM change w/vacuum applied		1	2	3 (31)	☐ (32)
11.	O.S.A.C. valve	25-18	20 sec. to gradual stabilize	________sec.	1	2	3 (33)	☐ (34)
12.	E.G.R. valve	25-27	Stem movement with vacuum applied		1	2	3 (35)	☐ (36)
13.	E.G.R. Time Delay Solenoid	25-27	Energized for 30-40 sec.	________sec.	1	2	3 (37)	☐ (38)
14.	vacuum Control Amplifier	25-29	At idle temp. above C.C.E.G.R. Bias signal (2"-3") present at E.G.R. - Activating vacuum w/throttle action.	________rpm.	1	2	3 (39)	☐ (40)
15.	T.I.C. Valve	25-15	No vacuum advance allowed below 225°F		1	2	3 (41)	☐ (42)
16.	Air pump/Aspirator		See appropriate manual		1	2	3 (43)	☐ (44)
17.	Throttle Stop Solenoid		Extension with application of battery voltage		1	2	3 (45)	☐ (46)
18.	Catalyst Protect System Speed switch	**	Extension @ 2,000 RPM Retract @ 1,800 RPM	________rpm. ________rpm.	1	2	3 (47)	☐ (48)
19.	Dashpot	14-32	Consistent return to idle		1	2	3 (49)	☐ (50)
20	Choke kickdown diaphragm	14-29	check for leakage- 1/16" in 10 seconds allowed		1	2	3(51)	☐ (52)
21	Spark plug & cables, cap & rotor		Check firing voltages, other scope action. Note faults.		1	2	3(53)	☐ (54)
22	Vacuum advance unit		No leak-down from 15" in 20 sec.		1	2	3(55)	☐ (56)
23	Other ___________				1	2	3(57)	☐ (58)
24	Other ___________				1	2	3(59)	☐ (60)
25	Man hours required for inspection				☐☐.☐ (61-63)			
26	Man hours required for action							☐☐.☐ (64-66)

* Complete procedures for tests are detailed in 1976 Chry. - Dodge-Ply.-Chassis Body Service Manual; 2nd Edition.

** This procedure described on page 35, "Emission Control Service Training"

*** 0 - No action, 1 - adjust, 2 - repair, 3 - replace (record part numbers and retail prices of replaced parts)

8/5/77

Test Site________Veh. No.________

Restorative Maintenance Evaluation
Idle CO and RPM Inspection & Adjustment

Make__________Model__________

Eng., Trans. Carb.__________

CHRYSLER CORPORATION CARS - Idle check & set for vehicles with catalyst

Use an exhaust analyzer with a probe inserted ahead of the catalyst. All checks and adjustments must be made with the engine idling, in neutral, with the air conditioning compressor and headlamps "off". The engine is to be at normal operating temperature. Run engine at 2,000 rpm for 10 seconds, return to idle and let meters stabilize before any checks or adjustments.

Idle quality before adjustment* ☐ (13)

Measured idle speed ☐☐☐☐ RPM (14-17)

Idle speed specification ☐☐☐☐ RPM (18-21)

Is idle RPM adjustment required at this time?

If "YES", adjusted to
IF "NO, leave blank ☐☐☐☐ RPM (22-25)

Specified idle CO ☐☐.☐☐ % (26-30)

Measured idle CO ☐☐.☐☐ % (31-35)

Is idle CO adjustment required at this time?

If "NO", enter final idle quality below
If "Yes", proceed through the following steps

Adjusted curb idle speed ☐☐☐☐ RPM (36-39)

Adjusted idle CO ☐☐.☐☐ % (40-44)

Number of 1/8 turns of mixture screws to achieve this CO reading ☐☐ (45-46)

Was this adjustment within the range allowed by the limiter caps?
YES- 1
NO - 2 ☐ (47)
Caps missing or broken- 3

Final idle quality** ☐ (48)

Man-Hours required for inspection and adjustments *** ☐.☐ (49-50)

*Before adjustment

Enter 3 - Excellent, smooth, even idle.
2 - Fair, only intermittent roughness.
1 - Poor, steady misfire, roughness.

** Final idle quality

Enter 5 - much better
4 - slightly better
3 - no noticeable difference
2 - slightly worse
1 - much worse

***Inspection and adjustment time
Normally, the flat rate times listed below will be used although actual time is to be recorded in unusual cases.

Inspect only	0.3 man-hours
Inspect and reset IRPM	0.4 " "
Complete procedure	0.5 " "

This technique is to be used only on 1976 model year vehicles and 1977 model year vehicles in California. Precise procedures are found in the 1976 Chrysler-Dodge-Plymouth Chassis -Body Service Manual, section 25, pp. 8-10; and the 1977 Chrysler-Dodge-Plymouth Chassis-Body Service Manual, section 25, pp. 9-10.

9/01/77

Restorative Maintenance Evaluation

One Year/15,000 Mile Required Maintenance*

Chrysler Corporation Vehicles

Test Site __________ Veh.No. __________
Make ______________ Model __________
Eng. trans.carb. ____________________

OPERATION	Comments**	Pass	Fail	N/A		Action***
Replace Engine Oil and Filter						☐ (13)
Check Cooling System		1	2		(14)	☐ (15)
Check EGR System		1	2		(16)	☐ (17)
Check Ignition Cables, Cap, Rotor		1	2		(18)	☐ (19)
Check PCV System & air filter		1	2		(20)	☐ (21)
Replace Spark Plugs (Leaded Fuel)		1	2	3	(22)	☐ (23)
Adjust Tappets (Six cylinder)		1	2	3	(24)	☐ (25)
Inspect Hoses and Grommets		1	2		(26)	☐ (27)
Replace Canister Filter						☐ (28)
Check and Lube Carb Choke Shaft		1	2		(29)	☐ (30)
Check and Lube Fast Idle Cam Pivot		1	2		(31)	☐ (32)
Adjust Idle Speed and Mixture						☐ (33)
Other ______________		1	2	3	(34)	☐ (35)
Man-hours required for maintenance					☐☐.☐	(36-38)

Is there any indication, e.g. door stickers, of prior maintenance such as tune-ups, oil changes, etc.? If yes, note basic information below.

*Procedures to be used are described in 1976 Chry. Dodge - Ply. Chassis - Body Service Manual; 2nd Edition, see group 0, "Lubrication and Maintenance."

** Typical comments will include specific results on inspected items, condition of replaced parts, part numbers and prices of the replaced items.

*** Action Codes 0 - No Action, 1 - Adjust, 2 - Repair, 3 - Replace.

8/5/77

Restorative Maintenance Evaluation

Emission Control Function Check Pg. 1 of 2

Ford Motor Company

TEST SITE__________ VEH. NO.__________

MAKE __________ MODEL__________

ENG. CARB. TRANS.__________

Item	Manual Reference*	Specifications	Comments/Meas.Value	Pass	Fail	N/A		Action Code	
1. Exhaust Heat Control Valve	29-28	Close @ 15"vac.-2" leak-down 1 minute max.		1	2	3	(13)	☐	(14)
2. P.C.V. System	29-31	"Rattle" of valve, suction @ crankcase inlet		1	2		(15)	☐	(16)
3. E.G.R. Valve	29-34	Initial stem movement ±1" from spec. Max.1"Leak-down from 8" in 30 sec. Stem movement & RPM drop w/8" applied to valve	______"start ______"spec. ________RPM Drop	1	2	3	(17)	☐	(18)
4. E.G.R. P.V.S.	29-34	Vac. indicated only above P.V.S. Temp.		1	2	3	(19)	☐	(20)
5. High Speed Modulator	29-34	Application of 10"Vac. to cause E.G.R. valve stem movement		1	2	3	(21)	☐	(22)
6. Venturi Vacuum Amplifier	29-34	Vac.gauge to indicate ±.3" variation from specified bias value	______Bias Value ______Tested	1	2	3	(23)	☐	(24)
7. Vacuum Reservoir Vacuum Reservoir Check Valve	29-35	Max, 1" Leak-down from 15" in 1 min.		1	2	3	(25)	☐	(26)
8. Thermactor Air Pump	29-32	Air Pressure exiting outlet @ 1,500 RPM		1	2	3	(27)	☐	(28)
9. By-pass valve	29-32 & 40	Air flow diminish w/pinch-off or disconnect.		1	2	3	(29)	☐	(30)
10. Thermactor Check-valves	29-32	No exhaust gas leakage @ valve		1	2	3	(31)	☐	(32)
11. Vacuum Diff. Control	29-41	Diminished air flow upon Decel. from 2,500 RPM		1	2	3	(33)	☐	(34)
12. Electric P.V.S.	29-41	Vacuum signal to By-pass valve @ normal oper. Temp.		1	2	3	(35)	☐	(36)
13. Solenoid Vacuum Valve	29-41	Hose removal from By-pass to cause "Dump" w/eng. at Norm. oper. Temp. Type 1, normally open No Dump upon grounding Type 2, normally closed, Dump when grounded		1	2	3	(37)	☐	(38)
14. Floor Pan Thermal Switch	29-42	Continuity Between "B+" & Ground		1	2	3	(39)	☐	(40)
15. Fuel Deceleration Valve Diaphragm	29-33	Max. 5" leak-down from 15" in 5 sec.		1	2	3	(41)	☐	(42)
16. Fuel Deceleration Valve Time rate	29-33	Time for vac. to drop to "0" after throttle release to meet spec's	_____Spec. _____Tested	1	2	3	(43)	☐	(44)
17. Fuel Decel Transmission interlock	29-42	No Vac.@ idle in "N" std.Trans.-vac. in "high",3rd or 4th auto. trans.-vac. in "Reverse"		1	2	3	(45)	☐	(46)
18. P.V.S. Fuel Decel Interlock	29-33	Vac. to be present once P.V.S. Temp. is reached.		1	2	3	(47)	☐	(48)
19. Speed Modulated Decel	Volume # 2 29-02-65	No vacuum under 11 mph. solenoid action when energized. speed sensor continuity 40 ohms	______ mph ______ohms	1	2	3	(49)	☐	(50)
20. Spark Delay Valves	29-48	Mono & Dual Delays to reach 8" in spec. time. per color code		1	2	3	(51)	☐	(52)

8/5/77

Restorative Maintenance Evaluation

Emission Control Function Check Pg.2 of 2

Ford Motor Company

Item	Manual Reference*	Specifications	Comments/Meas.Value	Pass	Fail	N/A	Action Code
21. Spark Control System Distributor P.V.S.	29-71	vacuum @ dist. to be 2" or less. at idle & normal temp.	______"@ idle	1	2	3 (53)	☐ (54)
22. Cold Start P.V.S.	29-71	VAC. signal to occur once P.V.S. temp. is reached.		1	2	3 (55)	☐ (56)
23. Vacuum check valve	29-71	max. 1" leak-down from 5" in 30 sec.	______"	1	2	3 (57)	☐ (58)
24. Spark retard delay valve	29-71	time to reach 8" must meet spec.	______spec. ______test	1	2	3 (59)	☐ (60)
25. Distributor diaphragm	29-73	max 1" leak-down from 10" in 1 minute		1	2	3 (61)	☐ (62)
26. Throttle positioning solenoid		to extend w/bat. volt. applied		1	2	3 (63)	☐ (64)
27. Electric choke	29-53	power to connector w/eng. running. Resistance from choke term. to ground to meet spec.	______ohms spec. ______ohms test	1	2	3 (65)	☐ (66)
28. Choke pull-off diaphragm	29-56	no vacuum leakdown		1	2	3 (67)	☐ (68)
29. Air cleaner vacuum motor	29-57	door to remain closed for 60 sec. w/16" vacuum trapped		1	2	3 (69)	☐ (70)
30. Air cleaner temperature control , duct valve.	29-57	closed below 105°F open @ 130-150°F		1	2	3 (71)	☐ (72)
31. Cold weather modulator	29-58	not to hold vacuum above 75°F		1	2	3 (73)	☐ (74)
32. Cold temp. actuated vacuum system	29-58	using test lamp, no light below 40°F. above 70°, lamp to light.		1	2	3 (75)	☐ (76)
33. Air cleaner delay valve	29-58	time to reach 8" vacuum from 0" to meet specifications.	________spec. ________tested	1	2	3 (77)	☐ (78)
34. Spark plugs & wires		firing voltages & other scope pattern faults.		1	2	3 (79)	☐ (80)
35. Exhaust Backpressure Transducer				1	2	3 (13)	☐ (14)
36. Other ____________________				1	2	3 (15)	☐ (16)
37. Man hours required for inspection				☐.☐ (17-19)			
38. Man hours required for action							☐.☐ (20-22)

REMARKS ON TESTED ITEMS:

RECORD ALL PART NUMBERS & RETAIL PRICES OF ALL THE REPLACED ITEMS BELOW.

* Refer to 1975-1976 Car Shop Manual; Volume V: Pre-delivery, Maintenance and Lubrication; First Printing: Sept. 1975.

8/05/77

Restorative Maintenance Evaluation
Idle CO and RPM Inspection & Adjustment

Test Site______ Veh. No.__________
Make___________ Model____________
Eng., Trans., Carb.______________

FORD MOTOR COMPANY - ARTIFICIAL ENRICHMENT METHOD

Engine is to be at normal operating temperature. Evaporative emission and crankcase ventilation hoses are to be disconnected from the air cleaner. Crankcase ventilation hose in the air cleaner is to be plugged. Engine is to be run at 1,500 rpm for 1 minute before each speed increase check.

Idle quality before adjustment* ☐ (13)

Measured idle speed ☐☐☐☐ (14-17)

Idle RPM specification ☐☐☐☐ (18-21)

Is idle RPM adjustment required at this time?

If "YES", adjusted to ☐☐☐☐ (22-25)
If "NO", leave blank & proceed

Allowable range of idle speed increase with propane enrichment. ☐☐☐ to ☐☐☐ (26-31)

Measured idle speed increase with propane enrichment. ☐☐☐ (32-34)

Is idle CO adjustment required at this time?

If "NO", skip to final idle quality
If "YES", proceed through the following steps

Final idle speed ☐☐☐☐ (35-38)

Specified "reset" range for idle speed increase ☐☐☐ to ☐☐☐ (39-44)

Final idle speed increase ☐☐☐ (45-47)

Average number of 1/4 turns of each mixture screw required to achieve this increase ☐☐ (48-49)

Was this adjustment within the range allowed with the limiter caps intact?
YES- 1
NO- 2 ☐ (50)
Caps missing or broken - 3

Final idle quality** ☐ (51)

Man-Hours required for inspection and adjustments *** ☐ . ☐ (52-54)

*Before adjustment

Enter 3 - Excellent (smooth, even idle)
2 - Fair (only intermittent roughness)
1 - Poor (steady misfire)

***Inspection and adjustment time

Normally, the flat rate times listed below will be used although actual time is to be recorded in unusual cases.

Inspect only	0.2	man-hours
Inspect and reset IRPM	0.3	" "
Complete procedure	0.4	" "

** Final idle quality

Enter 5 - much better
4 - slightly better
3 - no noticeable difference
2 - slightly worse
1 - much worse

The procedure for this adjustment is found in the 1975-1976 Car Shop Manual, Volume 2; Group 29, section SSD-13 (b).

The specifications are found on the test vehicle's emission sticker 8/15/77

Test Site________Veh. No.________
Make__________Model______________
Eng. Trans. Carb._______________

Restorative Maintenance Evaluation
One Year/15,000 Mile Scheduled Maintenance*

Ford Motor Company

Operations	Measured Value or Comments**	Pass	Fail	N/A		Action***
Change engine oil						☐ (23)
Replace oil filter						☐ (24)
Torque intake man. bolts	('75 only)			3		☐ (25)
Lube/check exh. control valve	('75 only)	1	2	3	(26)	☐ (27)
Check coolant		1	2		(28)	☐ (29)
Check belt tensions		1	2		(30)	☐ (31)
Inspect Thermactor System		1	2	3	(32)	☐ (33)
Check/adj. fuel decel valve		1	2	3	(34)	☐ (35)
Check ignition system w/scope	('75 only)	1	2	3	(36)	
Replace spark plugs				3	(37)	☐ (38)
Inspect/test spark plug wires		1	2		(39)	☐ (40)
Check initial timing		1	2	3	(41)	☐ (42)
Check spark control/delay system		1	2	3	(43)	☐ (44)
Check idle fuel mixture		1	2		(45)	☐ (46)
Check fast idle speed		1	2		(47)	☐ (48)
Check curb idle speed		1	2		(49)	☐ (50)
Check choke system		1	2		(51)	☐ (52)
Check air cleaner temp. control/delay valve		1	2	3	(53)	☐ (54)
Replace fuel filter	('75 only)			3	(55)	☐ (56)
Adj. valve clearance	(2.8L only)			3	(57)	☐ (58)
Check/torque all belt securing bolts	(75 four cyl. only)	1	2	3	(59)	☐ (60)
Inspect dist. cap-rotor		1	2		(61)	☐ (62)
Inspect air filter element		1	2		(63)	☐ (64)
Inspect PCV hoses	('75 only)	1	2		(65)	☐ (66)
Check throttle solenoid "off" speed		1	2	3	(67)	☐ (68)
Other______________________		1	2	3	(69)	☐ (70)
Man hours required for maintenance			☐☐☐		(71-73)	

Is there any indication, e.g. door stickers, of prior maintenance such as tune-ups, oil changes, etc.? If yes, note basic information below.

*Refer to Section "O", Lubrication & Maintenance of 1975-1976 Car Shop Manual; Volume V: Pre-delivery, Maintenance and Lubrication; First Printing: Sept. 1975.

**Typical comments will include specific results on inspected items, condition of replaced parts and part numbers of replacements.

***Action Codes: 0-No Action, 1-Adjust, 2-Repair, 3-Replace

Restorative Maintenance Evaluation
Emission Component Function Check
General Motors Corporation

Test Site_______ Veh. No.__________
Make__________ Model_____________
Eng. Trans. Carb._______________

Item	Specification*	Comments/Specified & Meas. Values	Pass	Fail	N/A	Action**
1. P.C.V.	Check operation using AC PCV tester		1	2	3 (13)	☐ (14)
2. Heated Air Inlet	Check vacuum actuator diaphragm and temperature sensor		1	2	3 (15)	☐ (16)
3. E.F.E.	Check vacuum to close		1	2	3 (17)	☐ (18)
4. E.F.E. TVV	Check closing temperature		1	2	3 (19)	☐ (20)
5. E.F.E. Check Valve	Check for leakage		1	2	3 (21)	☐ (22)
6. E.G.R. Valve	Check RPM drop with vacuum applied		1	2	3 (23)	☐ (24)
7. E.G.R. TCV	Check opening temperature		1	2	3 (25)	☐ (26)
8. E.G.R. Snap Disc Control Valve	Check opening temperature		1	2	3 (27)	☐ (28)
9. E.G.R. Backpressure Transducer	Check vacuum between EGR and BPT		1	2	3 (29)	☐ (30)
10. E.G.R. TVV	Check opening temperature		1	2	3 (31)	☐ (32)
11. Air Injection Reactor	Check operation		1	2	3 (33)	☐ (34)
12. Full Vacuum Advance System	Check operation		1	2	3 (35)	☐ (36)
13. Ported Vacuum Advance System	Check operation		1	2	3 (37)	☐ (38)
14. Distributor Advance Diaphragm	Check for leakage		1	2	3 (39)	☐ (40)
15. Vacuum Spark Delay Valve (or restrictor)	Check delay time		1	2	3 (41)	☐ (42)
16. Vacuum Advance TVV	Check opening temperature		1	2	3 (43)	☐ (44)
17. Vacuum Advance TVS	Check opening temperature		1	2	3 (45)	☐ (46)
18. Vacuum Advance Modulator Valve	Check operation		1	2	3 (47)	☐ (48)
19. Idle Stop Solenoid	Check for response to battery voltage		1	2	3 (49)	☐ (50)
20. Vacuum Break (primary)	Check for leakage		1	2	3 (51)	☐ (52)
21. Vacuum Break (secondary)	Check for leakage		1	2	3 (53)	☐ (54)
22. Electric Choke	Check operation		1	2	3 (55)	☐ (56)
23. Spark Plugs, Wires, etc.	Check with scope		1	2	3 (57)	☐ (58)
24. Other_________________	_______________		1	2	3 (59)	☐ (60)
25. Man-Hours for Inspection				☐☐.☐ (61-63)		
26. Man-Hours for Action						☐☐.☐ (64-66)

* The specifications and procedures for performing these functional checks will vary among vehicle makes and models. Consult the applicable shop manual for precise directions and record specified and measured values where appropriate.

1976	Buick Chassis Service Manual; 1975.
1976	Cadillac Shop Manual; 1975.
1976	Cadillac Seville Shop Manual; 1975.
1976	Chevrolet Chevette Shop Manual; 1976.
1976	Oldsmobile Chassis Service Manual; 1976.
1976	Pontiac Supplement Service Manual; Sept. 1975.

** Action Codes:

0 - no action
1 - adjust
2 - repair
3 - replaced(record part numbers and retail prices of replace items

8/5/77

Restorative Maintenance Evaluation
Idle CO and RPM Inspection & Adjustment

Test Site______Veh. No.______
Make________Model__________
Eng., Trans. Carb.___________

GENERAL MOTORS CORPORATION - "LEAN DROP IDLE" METHOD

Although this adjustment method applies to all General Motors vehicles, the test conditions and specifications must be determined for each individual vehicle. Appropriate service manuals and other manufacturer publications are to be consulted.

Record findings, adjustments and results in the spaces below:

Idle quality before adjustment*	☐	(13)
Measured idle speed	☐☐☐☐	(14-17)
Number of 1/4 turns required to lightly seat each idle mixture screw. (1-bbl. carb. fill in "L" space only.)	R ☐☐	(18-19)
	L ☐☐	(20-21)
Specified "before lean drop idle" speed	☐☐☐☐	(22-25)
Specified final idle speed	☐☐☐☐	(26-29)
Number of 1/4 turns of each screw to achieve this drop	☐☐	(30-31)
Average number of 1/4 turns of each screw from the lightly seated position once the specified final idle speed is achieved.	R ☐☐	(32-33)
	L ☐☐	(34-35)
Final Idle Quality**	☐	(36)
Man-hours required for adjustment***	☐.☐	(37-39)

*Before adjustment

Enter 3 - Excellent (smooth, even idle)
2 - Fair (only intermittent roughness)
1 - Poor (steadymisfire)

**Final idle quality

Enter 5 - much better
4 - slightly better
3 - no noticeable difference
2 - slightly worse
1 - much worse

***Adjustment time

Normally, the flat rate time of .5 man-hours will be used although the actual time is to be recorded in unusual cases.

The procedure for this adjustment is found in the appropriate manufacturer's shop manual.

The specifications are found on the test vehicle's emission sticker. 8/15/77

Restorative Maintenance Evaluation
22,500 Mile Scheduled Maintenance*
General Motors Corporation

Operation	Meas. value/Comments**	Pass	Fail	N/A	Action ***
Change engine oil					☐ (13)
Change oil filter					☐ (14)
Check cooling system		1	2	(15)	☐ (16)
Check exhaust system		1	2	(17)	☐ (18)
Inspect drive belts		1	2	(19)	☐ (20)
Check throttle linkage		1	2	(21)	☐ (22)
Check air cleaner filter elements		1	2	(23)	☐ (24)
Inspect carburetor and choke		1	2	(25)	☐ (26)
Check & adjust idle speed		1	2	(27)	☐ (28)
Check E.F.E. valve		1	2	3 (29)	☐ (30)
Torque carburetor mounting bolts					☐ (31)
Check vacuum advance system		1	2	(32)	☐ (33)
Replace fuel filter					☐ (34)
Check P.C.V. System		1	2	(35)	☐ (36)
Check ignition timing		1	2	(37)	☐ (38)
Check & adjust mechanical valve lifters		1	2	3 (39)	☐ (40)
Check vacuum delay & separator valve		1	2	3 (41)	☐ (42)
Inspect & clean spark plug wires, replace spark plugs		1	2	(43)	☐ (44)
Other		1	2	3 (45)	☐ (46)
Man Hours Required		☐☐.☐ (47-49)			

* Refer to "Lubrication & Maintenance" section of applicable Shop Manual

1976 Buick Chassis Service Manual; 1975.
1976 Cadillac Shop Manual; 1975.
1976 Cadillac Seville Shop Manual; 1975.
1976 Chevrolet Chevette Shop Manual; 1976.
1976 Oldsmobile Chassis Service Manual; 1976.
1976 Pontiac Supplement Service Manual; Sept. 1975.

** Typical Comments will include specific results on inspected items, condition of replaced parts and part numbers and retail prices of replacements.

*** Action Code: 0 - No Action, 1 - Adjust, 2 - Repair, 3 - Replace

Is there any indication, e.g. door stickers, of prior maintenance such as tune-ups, oil changes, etc.? If yes, note basic information below.

8/5/77